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1st - 6th Annual Statement of the
Trade and Commerce of Chicago, for
1858 to 1864.

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ILLINOIS HISTORICAL SURVEY

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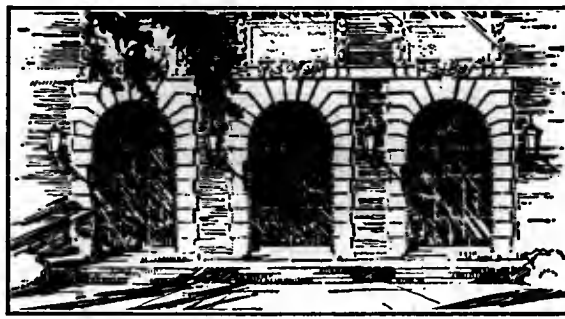
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(vol. 1-6)

I.H.S.



ILLINOIS HISTORICAL SURVEY

FIRST ANNUAL STATEMENT

OF THE

TRADE AND COMMERCE

OF

CHICAGO,

FOR

THE YEAR ENDING DECEMBER 31, 1858.

REPORTED TO THE

CHICAGO BOARD OF TRADE,

BY

SETH CATLIN,

SUPERINTENDENT.

CHICAGO, ILL.:

S. P. ROUNDS, PREMIUM BOOK AND JOB PRINTER BY STEAM,
155 RANDOLPH STREET.

1859.

Officers of the Chicago Board of Trade.

<i>President,</i>	-	-	-	-	JULIAN S. RUMSEY.
<i>Vice President,</i>	-	-	-	-	THOMAS H. BEEBE.
<i>Secretary and Treasurer,</i>	-	-	-	-	W. W. MITCHELL.
<i>Superintendent,</i>	-	-	-	-	SETH CATLIN.

DIRECTORS :

R. M. MITCHELL,	J. MAGILL,
H. K. ELKINS,	B. F. CULVER,
I. Y. MUNN,	C. T. WHEELER,
GEORGE ARMOUR,	D. KREIGH,
N. LUDINGTON,	M. C. STEARNS.

FIRST COMMITTEE OF REFERENCE :

W. T. MATHER,	J. V. FARWELL,	S. B. POMEROY,
B. S. SHEPARD,		T. M. AVERY.

SECOND COMMITTEE OF REFERENCE :

E. W. DENSMORE,	S. H. FISH,	R. ROBINSON,
SAMUEL HOWE,		NATHAN MEARS.

STANDING COMMITTEE :

GEO. M. HOW,	W. S. STEWART,
ELI BATES,	B. W. THOMAS,
J. J. RICHARDS,	CLINTON BRIGGS,
G. WENTWORTH SCOTT.	

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BOARD OF TRADE ROOMS, CHICAGO, }
February 3, 1859. }

JULIAN S. RUMSEY, Esq.,

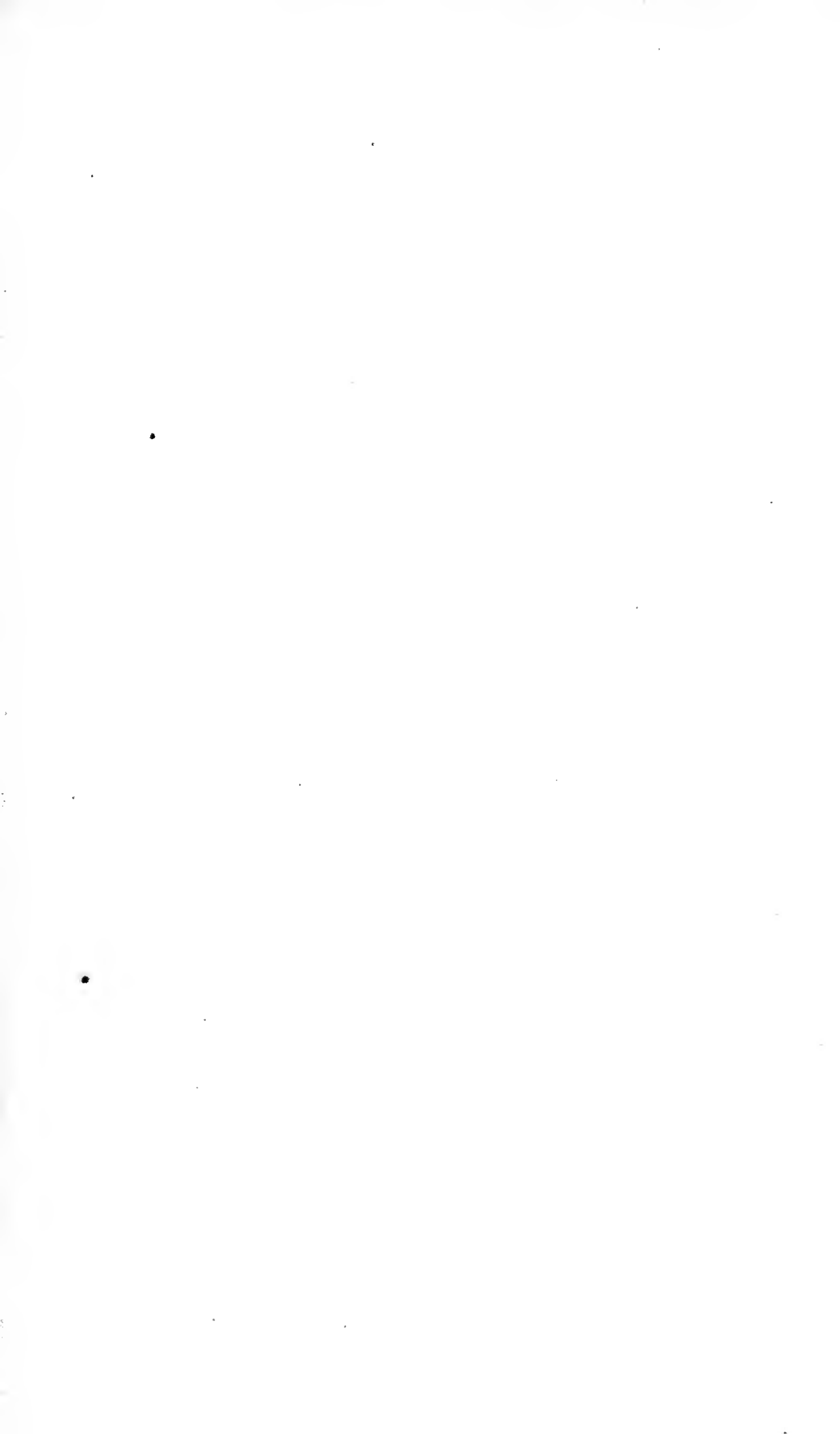
President Board of Trade:

SIR: According to your instructions, the following "Annual Statement" has been prepared, and is now submitted for the consideration of yourself and the Board. It is to be regretted that earlier notice was not given of the intention of the Board to make a statement at the close of the year 1858, as no material had been collected previous to 1st of May for such purpose, and the time consumed in collecting, lengthens the time for presenting to a much later date than could be wished. I think, however, the disappointment experienced by the delay will be more than compensated for by the correctness of the figures now laid before you.

I should be wanting in gratitude to you and to them, not to mention that of the Standing Committee whom you so kindly appointed to assist, Geo. M. How, Esq., and J. J. Richards, Esq., rendered valuable assistance in collecting material and compiling the Report.

Respectfully, &c.,

SETH CATLIN, *Superintendent.*



ANNUAL STATEMENT.

It is customary for associations like the Board of Trade of Chicago, to present a yearly statement of the business of the city where such associations are maintained. It is not proposed in this statement so to do, but to give an account of the business of the Board the past year, with a Summary of Statistics collected.

It appears from the Record the first "meeting of merchants and business men" was held March 13, 1848, when a constitution was submitted and adopted, but it was not until April 15, 1849, that an act of incorporation was in force, which was adopted by the Board organized May 2, 1850. Although few similar institutions in the country number more members, or transact more business "on 'change" than the "Chicago Board of Trade," no yearly report has ever been published of its proceedings.

From the meagre accounts heretofore kept by the Board, very little can be gathered, and in order to make comparisons between the business of this and former years, drafts have been made upon what has been published by newspapers, and the annual report of the "Chicago Daily Press." The report of the "Press" for many years has been very full, and it is believed nearly correct.

At the commencement of the present fiscal year of the Board, the Directors caused books to be procured, for the purpose of recording what was collected, and it is to be hoped that in future, accurate accounts will be kept of all transactions, with tables showing imports and exports of our principal articles of commerce.

The year now closed, although a gloomy one to commercial men throughout the country, has developed the fact that Chicago and the North West are as well prepared to maintain their trade and commerce in years of adversity, as the older cities and States of the East. It is true our grain trade has suffered the past year for the want of a foreign demand, but it has nevertheless sufficed to enable our merchants generally to pay their obligations and keep unembarrassed in their business engagements.

We are indebted to Lieut. Col. J. D. Graham, of the U. S. T. E., for the annexed valuable report, showing the aggregate of the imports and exports of Chicago for the year 1858, fully agreeing with him, that the cause or causes for the amount falling short of the year 1855, will be found in the extreme low prices which have ruled the past year for our cereals, Beef and Lumber.

CHICAGO, January 28, 1859.

To the Standing Committee of the Board of Trade of Chicago :

SIRS: I regret that it has not been in my power to reply sooner to your letter of the 8th instant, in which, in behalf of the Board of Trade of Chicago, you request my views in regard to the value of the commerce of Chicago, and of her tonnage, &c., for the year 1858. To obtain this information from reliable data, so as to ensure a proper degree of accuracy, has been a work of much labor, requiring a close examination of the records of the U. S. Custom House at this place, and a great mass of mercantile records of actual business done at Chicago during the year 1858.

The task has now been accomplished, and if it has taken more time than was at first expected, there is a proportionate degree of satisfaction in knowing that the results now presented are correct and reliable.

It will be seen that the value of this commerce, notwithstanding the depression in mercantile business during the year 1858, amounted in the aggregate of receipts and shipments, or imports and exports, to the sum of \$174,896,011 70.

This is much less than was shown for the year 1855, in my annual report for that year, to the U. S. Government. The difference is, however, due partly to the larger prices which were commanded for all products in 1855, owing to the great demand created by the war in the Crimea, then prevailing.

It will be seen that the amount and value of the tonnage of Chicago have greatly increased since the year 1855. Its aggregate lake tonnage was then 31,108 59-95 tons, estimated to have cost \$1,088,801 74.

The lake tonnage enrolled at the port of Chicago amounted in 1858 to 8,151 tons in steam vessels, and 58,771 tons in sail vessels. Estimating the value of the steam vessels, completed and equipped for active service, at \$40 per ton, and the value of sail vessels, completed and rigged, and equipped for active service, at \$35 per ton, which are believed to be within the mark, the value of these two classes of tonnage amounts to the sum of \$2,383,025 00, which is more than double the value of 1855.

Besides these two classes of tonnage, there is a third, namely, the canal tonnage, which was not brought into view in 1855, but, as it forms a very important item of Chicago tonnage, it is brought into account for 1858. There are owned at the port of Chicago, 152 canal boats, employed on the Illinois and Michigan Canal, which cost, on an average, \$1,000 each.

Total cost of Canal Tonnage, belonging to Chicago.....	\$ 152,000 00
Aggregate cost of Lake and Canal Tonnage, belonging to the port of Chicago, in 1858.....	2,535,025 00

The value of the commerce of Chicago, by the several principal avenues of trade, was, in the year 1858, as follows, viz :

IMPORTS.

1. By Lake Vessels.....	\$27,194,144 24
2. By the Illinois and Michigan Canal	4,377,370 55
3. By Railroads.....	60,064,575 71
Total value Imports in 1858.....	<u>\$91,636,090 50</u>

EXPORTS.

1. By Lake Vessels	\$21,261,074 73
2. By the Illinois and Michigan Canal.....	1,390,067 12
3. By Railroads.....	60,608,779 35
Total value of Exports in 1858	<u>\$83,259,921 20</u>
Aggregate value of Imports and Exports of Chicago during the year 1858.....	<u>\$174,896,011 70</u>

The total number and tonnage of steam and sail vessels that arrived at the port of Chicago in 1858, was as follows :

Number of arrivals of Steam Vessels	901
“ “ “ “ Sail Vessels	5,981
Total tonnage of Steam and Sail Vessels arrived.....	1,644,060

The total number and tonnage of steam and sail vessels which cleared from the port of Chicago in 1858, was as follows, viz :

Number of clearances of Steam Vessels.....	908
“ “ “ “ Sail Vessels.....	5,860
Total tonnage of Steam and Sail Vessels which cleared	1,640,643

The number of arrivals of canal boats at the port of Chicago in 1858, was 2,231; the number of clearances during same period was 2,224.

Very respectfully,

J. D. GRAHAM, *Lieutenant Colonel, &c.*

ELEVATING WAREHOUSES.

The capital invested in these warehouses alone amounts to over \$3,000,000.

The following table will show weekly receipts of Flour and Grain during the year 1858, according to daily reports posted at the rooms of the Board :

Week Ending.	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.	Week ending	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
January 9.....	10,692	120,304	7,746	9,040	635	10,114	July, 10.....	10,754	378,103	380,207	148,133	8,094	5,656
16.....	10,511	103,262	7,310	5,068	1,017	8,068	17.....	11,194	233,481	336,265	111,373	8,048	2,757
23.....	9,694	123,897	4,221	7,249	525	8,843	24.....	7,071	134,273	304,317	60,486	2,499	3,507
30.....	7,202	98,600	5,418	3,076	243	4,519	31.....	5,571	71,405	164,646	88,280	106	1,862
February 6.....	5,126	58,993	2,640	7,532	472	1,869	August 7.....	2,777	54,745	223,506	10,323	671	791
13.....	9,609	87,846	6,670	13,656	624	8,837	14.....	3,704	101,379	279,180	44,179	406	1,436
20.....	8,107	103,685	11,587	13,854	88	2,728	21.....	7,571	208,904	643,305	26,366	1,562	470
27.....	10,093	153,132	12,811	16,354	100	6,361	28.....	11,783	404,803	746,446	23,964	2,848	6,258
March 6.....	9,213	117,112	10,801	10,655	755	5,457	Sept'ber 4.....	15,063	356,394	519,224	27,337	5,822	6,198
13.....	10,401	139,388	15,585	18,545	785	6,580	11.....	18,612	366,870	329,427	24,620	5,414	11,432
20.....	6,562	75,538	4,616	7,206	177	7,602	18.....	12,355	262,252	292,812	15,893	7,971	9,852
27.....	7,602	59,680	3,823	10,365	222	4,242	25.....	15,515	298,193	279,515	16,374	3,177	17,168
April 3.....	8,207	81,854	16,002	25,476	498	9,176	October 2.....	14,981	406,466	236,560	18,300	3,188	13,886
10.....	6,419	165,269	105,467	23,578	487	3,775	9.....	24,808	317,510	263,165	16,046	1,664	12,298
17.....	8,288	137,595	102,978	33,501	1,200	4,273	16.....	21,119	176,637	121,761	18,947	2,268	18,000
24.....	7,074	137,927	91,744	42,168	513	8,488	23.....	14,635	144,086	127,138	12,099	1,405	11,261
May 1.....	9,851	304,954	211,101	110,191	363	6,548	30.....	12,051	105,486	54,802	12,378	2,214	4,828
8.....	8,699	282,742	95,732	65,560	86	8,068	Novemb'r 6.....	5,416	86,079	31,169	9,111	702	2,539
15.....	7,643	236,152	170,154	44,743	2,598	4,848	13.....	9,614	118,659	47,548	7,062	1,600	3,445
22.....	6,263	213,661	197,241	65,634	904	1,896	20.....	3,655	89,640	40,520	8,642	990	7,185
29.....	4,655	210,974	105,686	53,593	635	4,260	27.....	4,406	49,562	27,753	3,360	252	14,022
June 5.....	3,540	163,671	174,541	39,463	1,131	2,601	December 4.....	3,615	21,580	12,189	4,606	487	24,217
12.....	2,769	261,403	165,740	97,810	1,449	8,222	11.....	2,890	14,233	12,566	6,770	485	1,700
19.....	4,733	426,734	376,659	161,737	1,084	8,545	18.....	4,463	33,221	27,899	5,067	507	3,607
26.....	8,083	502,734	443,808	184,882	2,922	7,302	1859 25.....	3,405	22,092	29,366	7,578	82	1,660
July 3.....	8,143	462,318	555,641	145,897	1,040	4,043	January 1.....	402	29,494	18,307	4,915	551	874

TRADE AND COMMERCE OF

The following Table will show weekly shipments of Flour and Grain by Lake during the season of 1858, according to daily reports posted at the rooms of the Board:

	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.	Weekending	Flour, bbs.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
Season to							July 31...	8,125	256,155	291,812	75	.....	934
April 3...	2,236	279,484	10,521	.....	.....	.....	August 7...	1,977	104,700	226,132	.....	.....	.....
Weekending							14...	3,681	128,824	259,766	25	.....	4,000
April 10...	487	252,411	84,566	35,000	.....	.....	21...	3,977	91,707	534,139	9,089	.....	.....
17...	4,430	337,123	88,070	132	.....	.....	28...	7,711	151,815	414,977	7,968	.....	.....
24...	19,489	522,164	96,507	41,100	.....	23,200	Sept'ber 4...	7,569	88,266	544,191	210	.....	.....
May 1...	10,799	825,259	237,585	85,079	.....	400	11...	19,166	184,859	400,684	26,508	.....	.....
8...	10,803	841,411	173,609	71,224	.....	14,115	18...	11,939	226,898	318,567	42,660	.....	.....
15...	11,517	165,668	128,837	48,868	.....	15,400	25...	8,408	856,412	278,225	26,554	.....	.....
22...	9,706	274,755	195,417	58,904	.....	.....	October 2...	15,273	424,987	176,022	24,431	5,000	.....
29...	6,487	368,891	98,283	40,580	.....	.....	9...	21,553	859,329	339,225	18,313	2,569	10,000
June 5...	5,843	270,299	104,205	85,879	.....	350	16...	7,148	451,318	157,147	83,923	.....	.....
12...	5,879	270,630	155,836	59,020	.....	7,826	23...	17,434	181,774	97,534	.....	.....	15,000
19...	4,698	823,962	208,324	77,804	.....	.....	30...	9,924	179,991	107,293	9,000	.....	11,143
26...	5,031	254,680	393,205	259,848	.....	7,567	Nov'ber 6...	12,672	142,995	22,216	1,274	.....	.....
July 3...	4,790	870,854	827,489	114,690	.....	.....	13...	7,514	205,044	19,064	200	.....	1,000
10...	8,687	199,113	345,852	179,571	.....	.....	20...	8,248	130,077	1,700	500	.....	500
17...	6,703	197,278	381,777	75,185	.....	12,187	27...	4,118	21,980	9,464	800	.....	224
24...	11,589	828,026	371,138	29,249	.....	1,906	Dec'ber 4...	973	5,600	6,815	.....	.....	.....

The following table gives the total receipts of Flour and Grain in 1858, with the sources of supply :

	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
By Lake.....	2,854	4,458	.....	90,681	120	39,914
" Illinois and Michigan Canal.....	57,708	919,754	4,728,693	368,312	9,372	7,165
" Galena and Chicago Union Railroad.....	105,502	3,880,151	750,289	685,900	35,367	189,706
" Chicago and Rock Island Railroad.....	87,205	523,458	378,658	79,302	.....	81,442
" Illinois Central Railroad.....	29,333	1,100,482	758,901	141,334	3,846	18,758
" Chicago, Burlington and Quincy Railroad.....	104,307	1,673,075	885,850	126,559	3,909	34,000
" Chicago, St. Paul and Fond du Lac Railroad.....	56,549	342,903	71,388	398,300	7,728	64,682
" Chicago, Alton and St. Louis Railroad.....	47,193	787,575	624,922	44,661	10,670	19,446
" Chicago and Milwaukee Railroad.....	8,138	4,869	3,853	8,377	.....	5,454
" Michigan Southern Railroad.....	12,602	258,167	42,340	6,168	.....	2,045
" Michigan Central Railroad.....	11,246	44,722	9,801	14,053	.....	1,200
Total.....	522,137	9,539,614	8,248,641	1,918,597	71,012	413,812
Estimated receipts by teams.....	.....	100,000	4,000	400,000	.....	.....
Total by teams, lake and railroads.....	522,137	9,639,614	8,252,641	2,318,597	71,012	413,812

The following table shows the amount of Flour and Grain forwarded by Lake, Canal and Railroads, in 1858 :

	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
By Lake to Buffalo.....	155,484	4,518,143	4,542,931	1,046,866	7,569	95,470
" " Oswego.....	587	2,853,862	2,243,404	199,441	.....	22,196
" " Ogdensburg.....	76,693	143,710	462,060	20,000	.....	.....
" " other U. S. ports.....	43,638	69,766	114,917	4,816	.....	1,491
" " Montreal, Canada.....	1,805	439,374	2,000	44,103	.....	.....
" " Kingston, Canada.....	.....	487,536	139,292	.....	.....	.....
" " Collingwood, Canada.....	99,470	26,504	40,471	.....	.....	.....
" " St. Catharines Canada.....	.....	172,897	.....	.....	.....	.....
" " Therold, Canada.....	.....	14,318	.....	.....	.....	.....
" " Hamilton, Dover, and other Canadian ports.....	.....	.....	45,289	.....	.....	.....
" Illinois and Michigan Canal.....	.....	626	.....	178,337	.....	6,595
" Michigan Southern Railroad.....	28,197	1,829	100	.....	.....	.....
" Michigan Central Railroad.....	51,313	59,700	31,038	565	.....	4,047
" Illinois Central Railroad.....	1,703	29,219	83,391	1,843	.....	65
" Chicago, Burlington and Quincy Railroad.....	579	11,188	308	1,288	.....	.....
" Pittsburgh, Fort Wayne and Chicago Railroad.....	2,029	1,187	.....	.....	.....	.....
" Chicago, Alton and St. Louis Railroad.....	6,339	.....	.....	26,810	.....	.....
" Chicago and Milwaukee Railroad.....	3,018	19,781	14,969	.....	.....	.....
" Chicago and Rock Island Railroad.....	10,519	6,094	2,156
Total.....	470,352	8,850,257	7,726,264	1,519,069	7,569	132,020

THE CITY OF CHICAGO.

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TABLE

Showing amount of Flour and Grain in Store weekly during the year 1858.

		Flour. Bbl.s.	Wheat, Spring, bus.	Wheat, Red W'r bus.	Wheat, white W bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.	Total.	
										Bbls. Flour.	Bus. Grain.
January.....	2	14,505	299,886	6,931	345	6,058	14,132	.....	30,959	14,505	358,311
	9	18,892	428,739	7,514	345	5,064	20,227	1,640	29,242	18,892	492,761
	16	21,271	542,587	7,402	345	4,854	27,603	1,850	35,500	21,271	620,151
	23	26,030	666,591	7,636	345	4,746	32,323	2,027	38,403	26,030	748,071
February.....	30	35,133	758,353	8,322	345	4,746	34,131	2,438	38,055	35,133	846,320
	6	33,933	814,900	8,222	346	4,746	36,839	2,388	38,713	33,933	906,154
	13	34,429	931,071	8,222	346	4,246	40,395	3,128	39,657	34,429	1,027,065
	20	38,537	1,062,739	8,252	346	4,557	59,880	2,438	41,186	38,537	1,179,398
March.....	27	44,102	1,219,885	8,394	346	5,922	75,000	3,238	47,113	44,102	1,359,898
	6	46,672	1,337,637	7,629	346	8,792	87,082	2,738	50,383	46,672	1,494,607
	13	50,079	1,455,206	7,950	346	15,010	97,516	3,188	53,868	50,079	1,683,163
	20	64,821	1,536,446	9,971	1,846	20,143	103,062	3,488	53,335	64,821	1,728,291
April.....	27	84,003	1,524,367	10,812	1,846	22,022	99,963	2,988	55,888	84,003	1,717,336
	3	88,692	1,502,522	10,294	346	15,672	123,318	3,688	55,965	88,692	1,709,868
	10	80,117	1,390,342	8,176	.....	25,105	113,793	3,900	57,008	80,117	1,598,124
	17	70,090	1,145,281	9,539	.....	42,107	120,175	2,900	63,138	70,090	1,383,140
May.....	24	46,424	860,315	8,098	.....	31,120	92,927	3,211	37,641	46,424	1,033,312
	1	26,147	768,942	9,599	.....	64,646	176,407	1,531	39,694	26,147	1,060,819
	8	17,327	728,136	6,162	.....	107,721	106,928	2,831	28,788	17,327	908,567
	15	11,467	708,092	6,299	.....	71,475	101,115	331	24,055	11,467	911,367
June.....	22	7,390	651,665	6,652	.....	72,304	82,537	3,064	19,815	7,390	836,037
	29	5,608	562,376	6,553	.....	81,814	79,518	2,094	20,494	5,608	753,719
	5	8,313	423,102	5,593	300	83,965	35,569	3,464	25,230	8,313	577,215
	12	4,285	346,444	5,520	300	102,352	32,649	2,600	15,098	4,285	504,963
July.....	19	4,956	379,056	7,662	300	200,915	86,402	2,564	14,030	4,956	690,929
	26	3,977	579,459	3,237	300	355,312	110,631	2,364	12,178	3,977	1,063,481
	3	4,445	727,181	6,289	900	483,078	112,185	1,916	14,784	4,445	1,346,333
	10	5,750	882,421	6,815	600	527,348	84,303	1,200	11,297	5,750	1,513,984
August.....	17	8,541	926,531	8,477	650	560,949	99,596	2,153	8,086	8,541	1,506,442
	24	3,010	692,298	11,752	900	324,056	146,065	448	6,104	3,010	1,181,628
	31	3,418	494,218	12,836	1,500	205,266	192,619	999	13,500	3,418	920,938
	7	1,755	416,436	19,409	4,800	211,610	212,151	1,549	8,863	1,755	874,808
September.....	14	1,500	298,458	31,489	8,491	149,682	228,290	700	3,103	1,500	720,123
	21	2,328	346,707	129,318	19,841	230,443	267,379	1,040	6,461	2,328	1,100,189
	28	5,798	415,206	241,238	32,392	503,605	269,090	2,200	9,379	5,798	1,473,110
	4	5,240	556,703	318,170	46,423	437,919	281,659	3,056	15,271	5,240	1,659,201
October.....	11	4,158	644,663	373,747	60,403	391,183	266,185	5,493	24,766	4,158	1,766,440
	18	5,051	610,916	361,892	51,568	299,873	220,926	6,196	31,925	5,050	1,583,296
	25	4,640	621,728	286,750	61,098	279,673	190,124	5,933	48,071	4,641	1,493,377
	2	5,061	589,761	263,807	61,401	229,166	158,360	5,223	58,512	5,065	1,366,230
November.....	9	4,610	560,748	313,896	58,569	162,280	158,793	5,224	67,671	4,610	1,327,181
	16	4,180	432,902	192,912	51,449	160,704	126,505	5,168	85,816	4,180	1,011,456
	23	4,479	443,061	177,051	38,747	90,828	123,055	4,127	85,194	4,479	962,043
	30	4,450	371,685	144,126	23,488	41,923	101,401	3,688	67,959	4,450	754,270
December.....	6	3,816	339,084	118,957	24,489	32,463	112,857	3,915	65,275	3,816	697,040
	13	4,168	251,197	91,744	23,086	45,693	111,900	2,166	65,222	4,168	591,008
	20	3,805	161,610	95,203	9,805	39,872	87,118	1,831	69,275	3,805	419,714
	27	3,485	168,389	98,235	13,070	30,105	104,972	1,681	69,375	3,485	485,821
December.....	4	2,552	150,106	101,775	10,418	20,667	107,294	977	71,385	2,552	466,622
	11	3,727	150,978	99,539	11,510	10,234	99,916	980	71,205	3,727	444,362
	18	4,297	155,676	89,571	10,665	8,955	96,316	980	70,647	4,299	432,810
December.....	25	5,196	163,886	90,114	8,815	8,459	97,683	980	70,897	5,196	440,834

OUR GRAIN TRADE.

INSPECTION.

The grain trade, which undoubtedly holds supremacy over all others in Chicago, notwithstanding the absence of a foreign demand, has been active, and prices it is thought have been remunerative to the producer a good portion of the shipping season. Most of the crop of 1857 has come forward, with a fair portion of the wheat and other small grains harvested in 1858. Very little new corn has been received. The wheat harvested the last year was rather inferior. The manner in which our farmers cleaned, and dealers mixed it, induced the Board early in the season to adopt more stringent measures for the inspection of grain than had previously been practiced. The importance of a thorough system, and the advantages arising from it, to farmers, to dealers, and to our city, are too well known to need comment. The following is the "new system of wheat inspection," adopted June 15. Although it has accomplished much, it is evident that the board and their committee, by experience, will be able to make it of still greater benefit to the public.

NEW SYSTEM OF WHEAT INSPECTION--MEETING OF THE BOARD OF TRADE.

BOARD OF TRADE ROOMS, CHICAGO, }
May 25, 1858. }

Pursuant to announcement, a meeting of the Board of Trade was held at their rooms last evening, Julian S. Rumsey, Esq., President, in the chair, W. W. Mitchell, Esq., Secretary.

Inspection of Wheat.

Julian S. Rumsey, Esq., on behalf of the Board of Directors, and of the Committee appointed by them to prepare a new system of wheat inspection, read a number of documents, which are given below, as well as the rules of inspection recommended by the Committee, and approved of by the Board of Directors.

The following is the principal portion of a report prepared by the Board of Directors, and submitted by them to a previous meeting of the Board of Trade :

The system of grain inspection they consider defective, in as much as there is no uniformity, and no responsibility attached to the inspectors. Every inspector is his own judge of the qualities and grades ; and it is doubtful if any two on these points agree. If the system of inspection is continued, we recommend the appointment of one chief inspector, with power to appoint deputies, subject to ratification by the Directors.

That the Chief Inspector should be responsible and fully qualified to classify the grain according to the several grades, and supervise and equalize the same throughout the city.

This report was at that time referred back to the Directors with power to act.

Duties of Inspectors, Fees, etc.

At a subsequent meeting of the Board of Directors, the following report relative to Inspectors, etc., was adopted :

That a person who is himself competent and a good judge of the qualities of the different kinds of grain, shall be appointed grain inspector of the city at large. He shall appoint, with

the concurrence of the Directors or a committee appointed for that purpose, his assistants whenever required, who shall be good judges of grain, and in every way qualified to perform the duties assigned them. The Chief Inspector, or any of his assistants, shall be subject to removal at any time by the Directors, if found incompetent or remiss in the discharge of the duties prescribed to them.

Whenever parties interested desire it, grain shall be inspected when delivered by the warehouses; and should there be a disagreement between the interested parties as to the quality of the grain, the decision of the Inspector shall be final. In case the warehousemen do not deliver grain that complies with the grade called for by the warehouse receipts, they shall be liable, unless they can satisfactorily prove that they deliver the grain as inspected into warehouse. The Inspector's fees shall be paid by the party employing the Inspector, and shall be as follows, viz:

5,000 Bushels and under.....	35 cents.....	per 1,000 bushels.
Over 5,000 " " less than 10,000.....	30 ".....	" " "
" 10,000 " ".....	25 ".....	" " "

The tariff for inspecting railroad and canal grain shall be the same as last year.

The Chief Inspector shall be required to have an office convenient to the Board of Trade rooms, where parties wishing to have canal grain inspected may apply. Julian S. Rumsey, President, S. H. Butler, C. S. Dole, shall be the committee for the year, to confer with the Inspector in establishing and regulating the grades of grain,

On motion, George Sitts, Esq., was unanimously appointed Chief Inspector.

New Rules of Inspection for Wheat.

In accordance with the above proceedings, the Committee submitted the following report to the Board of Directors, recommending new rules for inspecting wheat.

To the Directors of the Board of Trade:

GENTLEMEN: We the undersigned, a committee appointed by your honorable body to adopt and carry out a more thorough system of grain inspection, have to report that we have had the matter under serious consideration. We have met the Inspectors, and examined and compared various samples as graded under the old system, and have come to the conclusion, after giving the matter much thought, that to improve the character of our grain it will be necessary hereafter to reject entirely much of the grain that has heretofore passed as standard in this market.

We are credibly informed, and believe that it is a common occurrence, for farmers to send damp and dirty grain to this market, calculating that under the present system of inspection it will bring about as much as it would if it were thoroughly cleaned and in good order, and consequently it will not pay them to clean it.

We have no doubt of the fact either, that some parties buying grain in the country, are in the habit of mixing at times, oats, rye, barley, screenings, or damp and unmerchantable wheat, with that of sound and good quality, and that when sent here it has brought about the market price for standard wheat. It is also frequently the case, that shippers from this port, bill rejected and standard wheat mixed, as all standard, or even sometimes as extra, thereby much injuring the standing of our grain abroad, and consequently at home also.

Under these circumstances, we propose after the 15th of June proximo, to make the inspection much more rigid than it has heretofore been, and that Spring Wheat may bring in this market, a price in proportion to its true value; we propose to grade it as follows, viz: "Club Wheat," "No. 1 Spring," "No. 2 Spring," and "Rejected." Without the assistance of the storage merchants of the city, we would be unable to carry out our design; with their assistance, which they readily accord to all our requests (provided the Board pass a resolution making it compulsory, so far as in their power, upon parties receiving grain to pay back to them the inspection fees upon receiving their receipts,) we think our whole efforts may be

successful. In our proposition to them we provide for the inspection of grain not only into store, but on to the vessel also; and further, that they shall furnish to the Board, daily, a statement of the quantity and grade of all grain delivered to each vessel, a correct account of which shall be kept by the Superintendent of the Board, in a book for that purpose, and be daily posted on 'Change.

J. S. RUMSEY, PRESIDENT,
S. H. BUTLER,
CHARLES S. DOLE, *Committee*

Agreement of the Warehousemen to the New Rules of Inspection.

The above committee also drew up the following agreement, which was signed by all the warehousemen in the city:

The undersigned, proprietors of grain warehouses, at the request of a committee of the Board of Trade of the city of Chicago, hereby agree to do all in our power to assist in carrying out the new proposed system of grain inspection; having that in view, we particularly agree as follows:

We will at any time allow the inspectors free access to our buildings, for the purpose of seeing that such grade of grain is being put into or taken out of bins which have been appropriated for such grades.

We will at all times deliver grain, which in the opinion of the inspectors, is equal to the grade called for by the receipts upon which said grain is being delivered (the usual risks of fire and heating excepted,) and unless we can satisfactorily show that grain being delivered, has been inspected into our respective houses for the same grades for which it is being delivered, we will consider ourselves responsible for any difference in value, and pay the same promptly. We will, upon being called upon by a messenger of the Board of Trade, furnish daily memorandums, over our signatures, of the quantity and grade of all kinds of grain delivered to each vessel.

We will pay the Inspector's fees on grain going into our respective houses, and collect the same of parties on whose account the grain is put in store at the time the receipts are issued, or the grain entered upon the book of the party so receiving it.

HOWE, ECKLEY & Co.,	S. B. POMEROY & Co.,
STURGES, BUCKINGHAM & Co.,	FLINT, WHEELER & Co.,
MUNGER & ARMOUR,	S. A. FORD & Co.,
GIBBS, GRIFFIN & Co.,	WALKER, BRONSON & Co.,
MUNN & SCOTT,	JAMES PECK & Co.

Resolutions of the Board of Trade to Adopt the New Inspection.

After the above report was read and discussed by the members of the Board, the following preamble and resolutions were unanimously passed:

It being proposed by the Directors of this Board to establish a more thorough system of grain inspection in this city (the plan of which has been submitted,) and the urgent necessity of such action becoming daily more apparent, and knowing that it is quite impracticable to carry out correctly any system of inspection without there shall be some definite plan adopted for the payment of inspection fees, and knowing also that all proprietors of grain storehouses in this city have agreed to pay the inspection fees on grain going into their respective houses, (to be collected back of parties for whose account the grain is stored,) and considering the inspection fee a reasonable and proper charge, therefore,

Resolved, That we heartily indorse the action of our Directors and their Committee, and think it incumbent upon this Board, and upon all of its members, to do all possible to sustain them and proprietors of storehouses in this undertaking.

Resolved, That in the opinion of this Board, the establishment of the grades of Spring Wheat, as now proposed, viz: "Club Wheat," "No. 1 Spring," "No. 2 Spring," and "Re-

jected," will have the effect to cause buyers of wheat in our market to pay prices for wheat in accordance with its true value, and that consequently producers and buyers of grain in the country, will take more care in cleaning and sending grain to this market, and we therefore heartily approve of the change.

Resolved, That after the 15th day of June, proximo, this Board consider it incumbent upon all parties for whose account grain is being stored, to pay the inspection fees before they receive the warehouse receipt for the same.

On motion, a committee consisting of Messrs. J. C. Wright, N. K. Fairbanks, and J. Brodie, was appointed to investigate the practicability and advantage of introducing cleaners of grain into the various warehouses, and to report thereon at the next meeting of the Board of Trade.

On motion, it was resolved that the Superintendent of the Board of Trade be directed to cause five thousand copies of the above report, embracing the new rules of inspection, etc., to be printed in circular form, for the use of the members of the Board.

The meeting then adjourned.

W. W. MITCHELL, Secretary.

The following is a statement of grain inspected under the new rules, from June 15 to December 31, 1858, as shown by the inspector's books, with the inspection of grain shipped during the same period, as reported to the Board by the warehousemen:

INSPECTION OF WHEAT.

Bus. received from June 15 to Dec. 31	5,692,353	Bus. shipped during same period.....	5,206,880
Inspected No. 1 White Winter.....	112,800	Reported No. 1 White Winter.....	151,568
do No. 1 Red do	634,800	do No. 1 Red do	572,853
do No. 2 do do	360,600	do No. 2 do do	329,222
do Rejected do	59,300	do Chicago Club.....	8,979
do Chicago Club.....	2,100	do No. 1 Spring.....	354,265
do No. 1 Spring.....	189,200	do No. 2 do	2,959,399
do No. 2 do	2,120,500	do Rejected Wheat.....	345,744
do Rejected Spring.....	648,500	Shipped, not reported.....	484,850
Received by canal boats and teams			<u>5,206,880</u>
not inspected.....	<u>1,564,553</u>		
	<u>5,692,353</u>		

INSPECTION OF CORN.

Bus. received from June 15 to Dec. 31..	6,898,317	Bus. shipped during same period.....	6,377,964
Inspected No. 1.....	1,148,400	Inspected No. 1.....	2,978,757
do No. 2.....	801,900	do No. 2.....	1,082,808
do Rejected.....	551,100	do Rejected.....	394,947
Received by canal boats and other		Inspection not reported.....	<u>1,921,452</u>
sources, not inspected.....	<u>4,396,917</u>		<u>6,377,964</u>
	<u>6,898,317</u>		

INSPECTION OF OATS.

Bus. received from June 15 to Dec. 31..	1,205,512	Bus. shipped during same period.....	937,777
Inspected No. 1.....	404,400	Inspected No. 1.....	753,993
do No. 2.....	13,200	do No. 2.....	109,189
do Rejected.....	116,400	Inspection not reported.....	<u>74,595</u>
Received by canal boats and teams not			<u>937,777</u>
inspected.....	<u>671,512</u>		
	<u>1,205,512</u>		

INSPECTION OF RYE.

Bus. received from June 15 to Dec. 31..	58,009	Bus. shipped during same period.....	7,569
Inspected No. 1.....	17,500	Inspected No. 1.....	5,000
do No. 2.....	7,800	do No. 2.....	1,269
do Rejected.....	1,200	Inspection not reported.....	<u>1,310</u>
Not inspected.....	<u>31,509</u>		<u>7,569</u>
	<u>58,009</u>		

INSPECTION OF BARLEY.

Bus. received from June 15 to Dec. 31..	178,600	Bus. shipped during same period.....	64,461
Inspected No. 1.....	21,200	Inspected No. 1.....	21,420
do No. 2.....	69,600	do No. 2.....	37,573
do Rejected.....	14,400	do Rejected.....	3,349
Not inspected.....	<u>73,400</u>	Inspection not reported.....	<u>2,119</u>
	<u>178,600</u>		<u>64,461</u>

In connection with inspection it would be proper to mention that since the adoption of the foregoing rules and regulations, the name of No. 2 Spring wheat has been changed so that the names of Spring wheat are to be known as Rejected, Standard, No. 1 and Club; and the test of weight is to be added to the present requirements, so that none shall pass as Club that weighs less than sixty pounds to the measured bushel; none shall pass as No. 1 that weighs less than fifty-six pounds to the measured bushel; none shall pass as Standard that weighs less than fifty pounds to the measured bushel; none shall pass as Rejected that weighs less than forty pounds to the measured bushel—the new names and requirements to take effect on and after January 1, 1859.

The following contract with the warehouse men, together with the report of a special committee, was adopted December 20, 1858:

We the undersigned, proprietors of grain warehouses, at the request of the standing committee of the Board of Trade of the city of Chicago, hereby agree to the following articles:

ARTICLE 1. We will do all in our power to assist in carrying out the system of grain inspection, and the standard of weights as adopted by the Board of Trade.

ARTICLE 2. We will at any time allow the inspectors, and the committee on inspection, or any committee appointed by the Board, free access to our buildings for the purpose of seeing that each grade of grain is being put into or taken from bins which have been appropriated for such grades.

ARTICLE 3. We will at all times deliver grain which in the opinion of the inspectors is equal to the grade called for by the receipts upon which the said grain is being delivered, (the usual risks of fire and heating excepted,) and unless we can satisfactorily show that grain being delivered has been inspected into our respective houses for the same grades for which it is being delivered, we will consider ourselves responsible for any differences in value, and pay the same promptly.

ARTICLE 4. We will not under any circumstances mix any grain received from boats, teams, or otherwise, that has *not* been inspected, with that which *has*, and we will put such such grain as has been inspected *all* of each kind together, (not selecting the best and putting it by itself,) and we will not under any pretence whatever clean or blow any grain, though it has been inspected, and put it with any other grade without having it re-inspected.

ARTICLE 5. We will at any time furnish to the Superintendent, or a messenger of the Board of Trade, for the use of the Board, the correct quantity of each grade of grain received into, delivered from, or that we may have in store in our respective warehouses.

ARTICLE 6. We will collect and pay over to the inspectors their fees on grain going into our respective houses, and collect the same of parties on whose account the grain is put into store at the time the receipts are issued or the grain entered upon the books of the party so receiving it.

STURGES, BUCKINGHAM, & Co.,
 DUPUY & MITCHELL,
 FLINT & WHEELER,

MUNGER & ARMOUR,
 SAMUEL HOWE,
 MUNN & SCOTT.

We, the undersigned, have no railroads connecting with our warehouses, and receive grain from canal boats and teams only. We agree to the above "Articles" so far as regards grain belonging to other parties. The statistics required by the Board we will cheerfully give.

JAMES PECK & Co.,
 S. B. POMEROY & Co.,
 WALKER, BRONSON & COLE.

To the Board of Trade:

Your committee to whom was referred the propriety of extending our system of inspection over grain received by canal and lake, would respectfully report that they have had the matter under consideration, and are of the opinion that such a course is eminently desirable,

as it will conduce to a uniformity in the different grades of grain, and allay a feeling of dissatisfaction which has heretofore existed, growing out of the feeling with some, that advantages were gained by dispensing with it on canal boats. Although the Board cannot enforce the inspection of grain received by canal and lake with the same degree of certainty as they can by cars, your committee believe that through the moral force of this Board, and the hearty co-operation of its members much may be accomplished towards that end, and it will be possible to control so much of the grain received that way as to make the non-inspection the exception rather than the rule. With the view of having all the members of this Board cordially co-operate towards carrying out so desirable an object, your committee would recommend the adoption of the following resolution:

Resolved, That the present system of grain inspection be extended to cover grain received in this market by lake and canal. Respectfully submitted.

G. F. RUMSEY,
A. DOW,
W. MUNGER.

Since the foregoing was compiled, and before going to press, an alteration was made in the grade and weight test of wheat, as follows;

MEETING OF THE BOARD OF TRADE.

Pursuant to announcement, a meeting of the Board of Trade was held on Saturday noon. Julian S. Rumsey, Esq., President; W. W. Mitchell, Esq., Secretary.

The committee appointed the previous day to consider the propriety of making some alterations in the system of inspecting Spring wheat, reported as follows:

To the President and Members of the Chicago Board of Trade:

GENTLEMEN: Your committee, to whom was referred by the Board at its meeting yesterday, the subject of grain inspection, and the propriety of making any change in the system recently adopted, beg to report: That they have carefully considered the subject, and that while they deprecate frequent changes, as calculated to disturb business, and create confusion; and while, also, they consider the system of grading and inspecting grain as it now stands, is in most respects all that is required, they would suggest, that, in their opinion a slight modification would meet the views of all parties interested, and at the same time render any further change, for a long time to come, unnecessary. Your committee have, therefore, unanimously agreed to submit for the consideration of this Board, the following preamble and resolutions:

WHEREAS, A large proportion of the Spring wheat that has arrived at this market since the 1st inst., has been found to weigh from forty-five (45) to fifty (50) pounds per measured bushel, and has consequently been inspected as rejected; and, whereas, a manifest injustice would be done to parties owning such wheat, if it is still permitted to pass as such, and be mixed in the warehouses with wheat falling considerably below that quality, both in point of weight and value; therefore,

Resolved, That from and after the passage of this resolution, all Spring wheat arriving at this market, and weighing per measured bushel forty-five (45) pounds and under fifty (50) pounds, shall be inspected and graded as "No. 2 Spring Wheat."

Resolved, That the Inspection Committee be instructed to see this resolution carried into immediate effect.

Signed by Committee:

R. FAY, *Chairman*,
J. L. HURD,
E. B. STEVENS,
W. MUNGER,
JOSEPH H. TUCKER.

On motion it was resolved to amend the report by abolishing the grade of Spring wheat known as "Club."

After considerable discussion, the report as amended was adopted, and the meeting adjourned.

This leaves the matter of inspection of Spring Wheat as it will be likely to remain, at least until a new crop, viz: In addition to the previous requirements as regards condition, &c., Rejected must weigh from 40 to 45 lbs.; No. 2, from 45 to 50 lbs.; Standard, from 50 to 56 lbs., and No. 1, from 56 lbs. upwards.

FLOUR.

The year opened with a comparatively large stock of flour on hand for this market. Prices ruled low, and the entire season has been characterized by general depression, and a desire to press sales on the part of manufacturers. This fact, with the poor condition of the wheat crop the past season, has had a tendency to largely decrease the manufacture, but we refer with pride to a statement of the following facts, and think them well worthy of consideration:

The exports from Chicago, in 1855, were inside of 170,000 barrels. In 1857, the amount reached 260,000 barrels, and during the past year, the amount has reached nearly 500,000 barrels. Of the increased receipts and shipments, over 140,000 barrels have been manufactured at nine mills located within the city. Of the balance, quite a large portion has been drawn from points not heretofore tributary to Chicago, and from a long distance—say Wisconsin, Iowa and Missouri. Many mills have been, and are, being built which have only in a limited way helped to swell the increase of the last year, from the difficulty in procuring milling wheat, but which another year, with an average crop, will add largely to the aggregate export. An extended review of the prices, either monthly or weekly, for the past year is deemed unnecessary, and aside from the tables of receipts, shipments, etc., below, we would only call attention to the fact that this is undoubtedly the best market for purchases of flour, and is likely to continue so. It is only necessary to state that all the grades of flour, from the best Southern White Winter Wheat to the cheapest Spring Wheat (including in its growth a range of over five hundred miles, North and South), together with the various grades of Michigan and Indiana flour, seeks a market at this point.

The following table shows the Flour Account for 1858:

On hand January 1, 1858.....			14,506
Received by Lake.....	2,354		
" " Illinois and Michigan Canal.....	57,708		
" " Galena and Chicago Union Railroad.....	105,502		
" " Chicago and Rock Island Railroad.....	87,205		
" " Illinois Central Railroad.....	29,333		
" " Chicago, Burlington and Quincy Railroad.....	104,307		
" " Chicago, St. Paul and Fond du Lac Railroad.....	56,549		
" " Chicago, Alton and St. Louis Railroad.....	47,193		
" " Chicago and Milwaukee Railroad.....	8,138		
" " Michigan Southern Railroad.....	12,602		
" " Michigan Central Railroad.....	11,246	522,137	
Manufactured in the city.....			
By Adams' Mills.....	45,000		
" Gage & Haines.....	20,100		
" Hydraulic Mills.....	28,303		
" Novelty Mills (seven months).....	2,500		
" Lake Street Mills.....	13,000		
" Shawmut Mills (six months).....	7,500		
" Grist, Robbins & Co. (five months).....	5,000		
" Empire Mills.....	7,000		
" Star Mills.....	12,000	140,403	662,540
Total Barrels.....			677,045
Disposed of as follows:			
Shipped to Buffalo.....	155,484		
" " Oswego.....	587		
" " Ogdensburg.....	76,693		
" " Lake Superior.....	1,861		
" " Other United States Ports.....	41,777	276,402	
" " Montreal, Canada.....	1,305		
" " Collingwood, Canada.....	99,470	100,775	
Amount carried forward,			877,177

THE CITY OF CHICAGO.

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<i>Amount brought forward,</i>		377,167
Forwarded by Michigan Southern Railroad.....	28,197	
" " Michigan Central Railroad.....	51,362	
" " Illinois Central Railroad.....	1,703	
" " Chicago, Burlington and Quincy Railroad.....	579	
" " Pittsburg, Ft. Wayne and Chicago Railroad.....	2,029	
" " Chicago, Alton and St. Louis Railroad.....	6,337	
" " Chicago and Milwaukee Railroad.....	3,018	93,225
City Consumption and unaccounted for.....	199,920	
In store January 1, 1859.....	6,213	
Total Barrels.....		677,045

The following table shows receipts of flour for five years, with amount manufactured in the city, and shipments during same period:

	Receipts. bbls.	Shipments. bbls.
1854.....	234,575	111,627
1855.....	320,312	163,419
1856.....	410,989	216,389
1857.....	489,934	259,648
1858.....	662,540	470,402

The weekly table of prices, given below, of the different kinds of flour sold in this market, will give the fluctuations during the season:

WEEK ENDING		Extra	Spring.	Superfine No. 1.	Red Winter.	White Winter.
January	2	\$3 25	\$3 50			
	9	3 15	3 30			
	16	3 12	3 30	\$2 00	\$2 25	
	23	3 00	3 30	2 00	2 25	
	30	3 00	3 30	2 00	2 25	
February	6	3 00	3 30	2 00	2 50	
	13	3 00	3 30	2 00	2 50	
	20	3 00	3 25	2 00	2 50	
	27	3 25	3 50	2 25	2 50	
March	6	3 25	3 50	2 25	2 50	
	13	3 50	3 75	2 75	3 00	
	20	3 50	3 75	2 75	3 00	
	27	3 40	3 62	2 75	3 00	
April	3	3 25	3 75	2 75	3 00	
	10	3 12½	3 50	2 75	3 00	
	17	3 00	3 50	2 85	3 00	
	24	3 00	3 50	2 80	3 10	
May	1	3 12	3 50	2 80	3 00	
	8	3 10	3 50	2 80	2 95	
	15	3 00	3 50	2 80	2 95	
	22	3 00	3 40	2 80	2 95	
	29	3 00	3 40	3 00	3 12½	
June	5	3 00	3 50			
	12	3 15	3 62			
	19	3 40	3 90			
	26	3 20	3 75			
July	3	3 50	3 75			
	10	3 20	3 75			
	17	3 20	3 66			
	24	3 20	3 75			
	31	3 25	3 75			
August	6	3 30	4 00			
	14	3 75	5 00			\$5 50
	21	4 25	5 25			6 00
	28	4 00	5 00			5 75
September	4	4 00	4 60			5 75
	11	4 00	4 50			5 50
	18	4 00	4 75			5 00
	25	4 00	4 75			5 00
October	2	4 00	4 75			5 00
	9	3 80	4 50			5 00
	16	3 50	4 25			5 00
	23	3 50	4 00		\$4 90	5 25
	30	8 50	4 00		4 90	5 00
November	6	3 50	4 00		4 75	5 00
	13	3 25	4 00		4 50	5 00
	20	3 25	4 00		4 50	5 00
	27	3 25	4 00		4 25	4 50
December	4	3 25	4 25		4 25	4 75
	11	3 62	4 50		5 00	5 50
	18	8 60	4 00		5 00	5 50
	24	3 75	4 75		5 25	5 88

WHEAT.

It will be seen from the quotations that prices from the commencement of the year until after harvest ruled extremely low. This was owing to the abundant crop of 1857, the want of any foreign demand, and the general scarcity of money throughout the country. At the commencement of harvest, it was evident not much more than half a crop had been raised, and a speculative feeling was engendered among operators. Prices commenced advancing in August, and tended upwards steadily until the end of that month. Receipts the first week in August had fallen off to 54,000 bushels, the second week they were 101,000, the third week 208,000, and the fourth week had increased to 404,000 bushels. The amount of wheat in store had increased from 437,000 to 687,000 bushels during that time. There being no margin for shipment, a panic took place, and prices receded as rapidly as they had advanced until about the first of October. From that time there was a gradual falling off in prices until the close of the shipping season. On the 20th of November the amount in store was reduced to 220,000 bushels; receipts had fallen off to 129,000 bushels the week ending that date; considerable was being forwarded to adjoining States, and different points in Illinois. Prices again rallied, and have been maintained with slight variations the remainder of the year. Purchases, however, since navigation closed, have been almost entirely for milling purposes, and to supply portions of the surrounding country.

The following table will show the wheat account for 1858:

In store, January 2, 1858.....		307,862
RECEIVED.		
By Lake.....	4,458	
“ Illinois and Michigan Canal	919,754	
“ Galena and Chicago Union Railroad	3,880,151	
“ Chicago and Rock Island Railroad.....	523,458	
“ Illinois Central Railroad.....	1,103,482	
“ Chicago, Burlington and Quincy Railroad.....	1,673,075	
“ Chicago, St. Paul and Fond du Lac Railroad	342,903	
“ Chicago, Alton and St. Louis Railroad.....	787,575	
“ Chicago and Milwaukee Railroad.....	4,869	
“ Michigan Southern Railroad.....	258,167	
“ Michigan Central Railroad.....	44,722	9,539,614
“ Teams, (estimated).....		100,000
Total bushels.....		9,947,476

Disposed of as follows:

Shipped to Buffalo.....	4,508,141		
“ “ Oswego.....	2,853,862		
“ “ Ogdensburg.....	143,710		
“ “ other U. S. ports.....	69,766		
“ by Illinois and Michigan Canal.....	626	7,576,105	
“ to Montreal, Canada.....	439,374		
“ “ Kingston, Canada.....	487,536		
“ “ Collingwood, Canada.....	26,504		
“ “ St. Catherines, Canada.....	172,897		
“ “ Therold.....	14,318	1,140,629	
Forwarded by Michigan Southern Railroad.....	1,829		
“ “ Michigan Central Railroad	59,700		
“ “ Illinois Central Railroad	29,219		
“ “ Chicago, Burlington & Quincy Railr'd....	11,288		
“ “ Pittsburgh, Ft. Wayne & Chicago Railr'd	1,187		
“ “ Chicago and Milwaukee Railroad	19,781		
“ “ Chicago and Rock Island Railroad.....	10,519	133,523	8,850,257
Floured by City Mills.....			700,015
Used by distillers and unaccounted for.....			122,584
In store January 1, 1859.....		274,620	9,947,476

The following table shows the receipts and shipments of Wheat for five years:

	Receipts, bus.	Shipments, bus.
1854.....	3,038,955	2,306,925
1855.....	7,535,097	6,298,155
1856.....	8,767,760	8,364,420
1857.....	10,554,761	9,846,052
1858.....	9,639,614	8,850,257

[The quotations given for Wheat and all other grain in this and the articles which follow, unless otherwise stated, are the prices paid "in store"—subject to two cents storage.]

The following table will show the prices of the different kinds of Wheat, weekly, for the year:

1858.		Spring.		Red Winter.		No. 1 White.		No. 1 Red.		No. 2 Red.		No. 1 Spring.		No. 2 Spring.		Rejected.	
January	2.....	56	57	55	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	9.....	53½	55	55	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	16.....	56	57	58	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	23.....	54	55	58	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	30.....	55	56	58	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.....	54	55	58	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	13.....	53	55	58	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	20.....	54	57	58	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	27.....	57½	59	58	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.....	60	62	62	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	13.....	62	63	62	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	20.....	60½	62	62	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	27.....	62	64	63	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.....	61½	63	63	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	10.....	60	63	63	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	17.....	60	62	63	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May	24.....	62	64	65	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.....	63	65	65	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	8.....	60	62	62	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	15.....	61½	63	63	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June	22.....	61	63	63	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	29.....	61½	63	63	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.....	66	66½	68	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	12.....	67	69	70	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July	19.....	.....	.....	.....	.....	.....	.....	75	77	.....	.....	.....	65	66	.....	.....	.....
	26.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	68	65	65½	.....	.....
	3.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68	.....	62	.....	.....
	10.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66	.....	53	.....	50
August	17.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	.....	61	.....	.....
	24.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70	.....	67	.....	.....
	31.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73	.....	70½	.....	60
	6.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	78	.....	76	65	66
September	13.....	.....	.....	.....	.....	112	113	108	110	.....	.....	.....	86	.....	85	.....	.....
	20.....	.....	.....	.....	.....	133	.....	122	.....	112	.....	.....	100	.....	97	.....	.....
	27.....	.....	.....	.....	.....	115	116	106	107	.....	96	.....	87	.....	82	.....	.....
	4.....	.....	.....	.....	.....	.....	.....	111	112	.....	100	.....	95	82	82½	.....	.....
October	11.....	.....	.....	.....	.....	113	114	.....	105	95	96	.....	.....	70	71	.....	58
	18.....	.....	.....	.....	.....	115	.....	107	.....	96	85	87	74	75	.....	.....	58
	25.....	.....	.....	.....	.....	113	115	107	108	97	98	.....	.....	74	.....	.....	58
	2.....	.....	.....	.....	.....	.....	.....	103	.....	93	.....	.....	.....	70	57	.....	58
November	9.....	.....	.....	.....	.....	.....	.....	90	.....	80	.....	71	.....	60	.....	.....	48
	16.....	.....	.....	.....	.....	.....	.....	88	90	78	80	.....	59	60	.....	.....	48
	23.....	.....	.....	.....	.....	98	100	87	88	76	78	.....	.....	56	47	.....	48
	30.....	.....	.....	.....	.....	102	103	94	95	83	85	.....	.....	62	.....	.....	52
December	6.....	.....	.....	.....	.....	108	110	98	100	88	89	.....	67	68	55	.....	58
	13.....	.....	.....	.....	.....	108	110	98	100	86	87	.....	.....	64½	65	.....	55
	20.....	.....	.....	.....	.....	.....	.....	90	.....	80	.....	70	60	61	50	.....	51
	27.....	.....	.....	.....	.....	.....	.....	85	90	.....	70	67	68	54	56	45	47
January 1859	4.....	.....	.....	.....	.....	.....	.....	93	100	78	80	.....	70	.....	60	.....	47
	11.....	.....	.....	.....	.....	120	106	108	.....	.....	.....	.....	62	63	48	.....	50
	18.....	.....	.....	.....	.....	.....	.....	110	85	86	80	82	64	66	.....	.....	52
	25.....	.....	.....	.....	.....	124	125	108	110	83	85	83	85	65	70	52	55

CORN.

Next in importance to the Wheat trade among our agricultural products, is that of Corn. Contrary to general expectation, the crop of 1857 was large, but as it did not mature, was inferior in quality. As there was little shipping demand, prices ruled low until about the 1st of August. The certainty of a short crop of Wheat, and the supposed small amount of Corn in the country, created a speculative feeling in this grain also. Prices rose rapidly from the last week in July until the latter part of August, when operators, with a month's receipts of over one million bushels, and an accumulation in store of over half a million bushels, became aware that prices only were wanted for our Illinois farmers to furnish almost any amount of corn that might be called for. From that time until the close of the season prices gradually fell off. The shipping demand, however, continued good until the close of navigation, leaving but a few thousand bushels in store. Since the close of navigation the local and foreign demand has been fully up to the supply, so much has been demanded by Canada, Michigan and Indiana, that prices have been controlled by the receipts entirely. Corn has ruled for

new shelled from 45 to 62 cents per 60 lbs., and in the ear from 40 to 58 cents per 70 lbs. prices having fluctuated from 5 to 10 cents per bushel per week. Quite a large quantity has been taken for distilling at points through Indiana and Ohio.

The following table will show the Corn account for 1858 :

In store January 2d, 1858.....			6,058
Received during the year—			
By Illinois and Michigan Canal	4,728,693		
“ Galena and Chicago Union Railroad.....	750,289		
“ Chicago and Rock Island Railroad.....	773,654		
“ Illinois Central Railroad.....	758,901		
“ Chicago, Burlington and Quincy Railroad.....	885,350		
“ Chicago, St. Paul and Fond du Lac Railroad.....	71,338		
“ Chicago, Alton and St. Louis Railroad.....	624,922		
“ Chicago and Milwaukee Railroad.....	3,353		
“ Michigan Southern Railroad.....	42,340		
“ Michigan Central Railroad.....	9,801	8,248,641	
Received by teams, (estimated).....		4,000	8,252,641
Total bushels.....			8,258,699

Disposed of as follows :

Shipped to Buffalo	4,542,931		
“ “ Oswego	2,243,304		
“ “ Ogdensburgh.....	462,060		
“ “ other U S. ports.....	114,917	7,363,312	
“ “ Montreal.....	2,000		
“ “ Kingston	139,290		
“ “ Collingwood.....	40,471		
“ “ other Canadian ports.....	45,289	227,052	
Forwarded by Michigan Southern Railroad.....	100		
“ “ Michigan Central Railroad.....	81,038		
“ “ Illinois Central Railroad.....	83,391		
“ “ Chicago and Rock Island Railroad.....	6,094		
“ “ Chicago, Burlington & Quincy Railroad	308		
“ “ Chicago and Milwaukee Railroad	14,969	135,900	7,726,264
Used by distillers			400,000
City consumption.....			126.48
In store January 1, 1859			5,953
Total bushels.....			8,258,699

RECEIPTS AND SHIPMENTS OF CORN FOR FOUR YEARS.

	Receipts, bus.	Shipments, bus.		Receipts, bus.	Shipments, bus.
1855	8,592,377	7,517,625	1857.....	7,409,000	6,814,615
1856	11,888,398	11,129,668	1858.....	8,252,641	7,726,264

TABLE

Showing weekly prices of Corn during the year 1858.

Week Ending.	Corn.	Week ending	No. 1 Corn.	No. 2 Corn.	Rejected Corn.
January 2.....	43 44	June 19.....	52 47	47 1/2	.....
9.....	45 46	26.....	49 50	44 45	.....
16.....	New	July 3.....	45 45	37	.....
23.....	New	10.....	45 45 1/2	38 39	36 37
30.....	25 to	17.....	44 1/2	40 1/2	41
February 6.....	34 35	24.....	51	47	38
13.....	60 lbs	31.....	57	52	43
20.....	Old. 40	August 7.....	68	63	46 46 1/2
27.....	40	14.....	64 65	61 62	55
March 6.....	40	21.....	68 1/2	69 65 1/2	66
13.....	New. 30	28.....	61	57	.....
20.....	31 31 1/2	Sept'ber 4.....	60 60 1/2	56 57	53
27.....	32 33	11.....	55 56	53 54	50 52
April 3.....	35	18.....	57	55	.....
10.....	37 38	25.....	57 1/2	58	.....
17.....	39 40	October 2.....	55	53	50
24.....	46 1/2 41	9.....	50	48	.....
May 1.....	44 45	16.....	50	48	.....
8.....	37 45	23.....	49	.....	.....
15.....	37 44	30.....	58	.....	.....
22.....	39 45	Novemb'r 6.....	61 62	.....	.....
29.....	44 48	13.....	60	.....	.....
June 5.....	44 49	20.....	54 55	.....	.....
12.....	46 51 1/2	27.....	50	.....	.....
		December 4.....	50	52	.....
		11.....	56	.....	.....
		18.....	.....	.....	.....
		25.....	.....	.....	.....

O A T S.

The crop of oats in 1857 was large, and of an excellent quality. The demand for shipment being light, full one-half raised that year was on hand at the opening of navigation. There was but a slight advance in prices until about the middle of July, and nearly all that came forward was taken for shipment. In consequence of the wet spring, it was supposed, early in the season, that the crop would be light, and as harvest approached, it was apparent, not only that but few oats would be harvested but that what was harvested would be miserably poor. About the first of July, operators from St. Louis, Quincy, Burlington, Iowa, Cincinnati, and other points, appeared in the market, and the price rapidly advanced from thirty to fifty cents per bushel up to the 15th of August. This advance was caused by the fact of the crop of 1858 being nearly worthless, and the fear of losing the control of the benefits arising from the scarcity of good oats for seed and other purposes. In the meantime, the demand for shipments had entirely fallen off, and on the 14th of August there was in store two hundred and twenty-eight thousand bushels. But most of the old crop had come forward, and with light receipts, and a demand for the St. Louis market, prices have kept up throughout the year for the 1857 oats. Most of the 1858 oats which have come forward have been taken for city consumption, at lower prices. Oats have been shipped to Chicago from Buffalo, Milwaukee, and other lake ports, amounting to seventy-five thousand bushels, while they have been exported largely to New Orleans, St. Louis, Cincinnati, and to points in the interior west, and south of us. At present, the stock of oats of crop of 1857 on hand here is small, and generally held out of the market for spring sales for seeding. At present, new are selling at forty to forty-eight, and old from fifty to sixty cents, per bushel.

The following table will show the oats account for 1858:

In store January, 1858.....		14,132
Received by Lake.....	90,631	
" " Illinois and Michigan Canal.....	868,312	
" " Galena and Chicago Union Railroad.....	635,900	
" " Chicago and Rock Island Railroad.....	79,302	
" " Illinois Central Railroad.....	141,334	
" " Chicago, Burlington and Quincy Railroad.....	126,559	
" " Chicago, St. Paul and Fond du Lac Railroad.....	398,300	
" " Chicago, Alton and St. Louis Railroad.....	44,661	
" " Chicago and Milwaukee Railroad.....	8,377	
" " Michigan Southern Railroad.....	6,168	
" " Michigan Central Railroad.....	14,053	
" " Teams Estimated.....	400,000	2,283,597
Total Bushels.....		2,327,729

Disposed of as follows:

Shipped to Buffalo.....	1,046,866	
" " Oswego.....	199,441	
" " Ogdensburg.....	200,000	
" " Other United States Ports.....	4,816	1,271,123
" " Montreal.....		44,103
" by Illinois and Michigan Canal.....		173,337
Forwarded by Michigan Central Railroad.....	565	
" " Illinois Central Railroad.....	1,843	
" " Chicago, Burlington and Quincy Railroad.....	1,288	
" " Chicago, Alton and St. Louis Railroad.....	26,810	30,506
City Consumption, and sold to Lumber Districts.....		708,298
On hand January 1st, 1859.....		100,362
Total Bushels.....		2,327,729

RECEIPTS AND SHIPMENTS OF OATS FOR FOUR YEARS.

	Receipts. bush.	Shipments, bush.
1855.....	2,947,188	1,888,533
1856.....	2,219,987	1,014,637
1857.....	1,707,245	506,778
1858.....	2,283,597	1,519,069

TABLE
Showing Weekly Prices of Oats During the Year 1858.

January	2.....	22	25	July	3.....	...	30
	9.....	20½	21		10.....	...	30½
	16.....	22	23		17.....	30½	31
	23.....	...	22		24.....	...	38
	30.....	...	23		31.....	39	40
February	6.....	23	24	August	6.....	...	43
	13.....	...	23		14.....	49	50
	20.....	22	23		21.....	48	49
	27.....	22	23		28.....	48	19
March	6.....	23	23½	September	4.....	...	47
	13.....	24	24½		11.....	...	47
	20.....	...	25		18.....	44	45
	27.....	25½	26		25.....	40	45
April	3.....	25½	25½	October	2.....	38	40
	10.....	...	25		9.....	...	44
	17.....	26	26		16.....	...	45
	24.....	27	27½		23.....	31	45
May	1.....	...	27		30.....	35	45
	8.....	...	25	November	6.....	34	45
	15.....	...	26		13.....	34	45
	22.....	...	26		20.....	34	45
	29.....	...	26		27.....	...	...
June	5.....	...	30	December	4.....	43	45
	12.....	...	32		11.....	...	48
	19.....	...	31		18.....	...	50
	26.....	31	31½		25.....	...	50

The extreme prices quoted are for old oats, or those raised in 1857. New oats have sold much lower.

R Y E .

But a small amount of rye is raised in Illinois, in comparison with other grains. There is seldom any shipped from Chicago, and very little used for breadstuff. The receipts for the year 1858 foot up 71,012 bushels. Of this, 7,569 bushels have been shipped to buffalo. Most of the balance has been used by distillers, with the exception of 763 bushels remaining in store.

RECEIPTS OF RYE FOR FIVE YEARS.

1854.....	bushels	85,191
1855.....	do	68,166
1856.....	do	45,707
1857.....	do	87,711
1858.....	do	71,012

The following shows the prices of rye, in this market, on the first day of each month for five years :

PRICES OF RYE FOR FIVE YEARS.

	1854.	1855	1856.	1857.	1858.		1854.	1855.	1856.	1857.	1858.
January.....	55@60	70 @ 75	95@100	75@ 80	48@50	July	80@85	.....@100	.....@ 60	.....@112	51@52
February.....	70 75	70 75 95	100 75	80 48	50	August.....	55 60	70 80	...	..... 110	59 60
March.....	75 78	75 85	90 74	78 50	...	September.....	65 70	70 75 80	85 78	80 70	75
April.....	65 70	88 90 85	90 78	80 49	50	October.....	30 85	83 85 60	65 50	55 55	60
May.....	70 75	95 100 85	90 90	90 50	53	November.....	80 81	90 93 55	60 53	56 57	60
June.....	70 75 110	120 75	80 108	110 50	52	December	65 70	65 100 60	65 50	51 55	60

B A R L E Y .

This, like the oat crop, is small, and was supposed to be a failure. Still, more barley has been exported during the year 1858, to the east, than since Chicago became an exporting port. The largest shipment for any previous year, was in 1854, which amounted to 33,683 bushels, while for 1858 the amount was 119,157 bushels. The barley trade has increased from 192,387 bushels in the year 1853, (vide *Press*) to 326,373 bushels in 1858. Until the past year a large amount of barley has been imported from Canada, New York, Pennsylvania, and Ohio, and has been distributed from here to Iowa, Wisconsin, Indiana, Ohio, Missouri and our own State. Owing to the inferior quality of that produced in our own State, the barley from the east has this season brought a better price. Speculators were attracted to it early in the season by the low price in comparison with former years, and prices gradually advanced from 30 and 40 cents in January, to the middle of September, when it reached 60 to 80 cents,

when the increased receipts, and the continued decline in eastern markets caused a turn in the market, and at the close of the season prices ranged at 38 to 40 cents for No. 2, and 65 and 70 cents for No. 1. This large difference in price is caused by the small amount of strictly prime arriving from the crop of 1858.

The following table will show the barley account for 1858:

In store January 2, 1858.....	30,959	
RECEIVED		
By Lake.....	39,914	
By Illinois and Michigan Canal.....	7,165	
By Galena and Chicago Union Railroad.....	139,706	
By Chicago and Rock Island Railroad.....	81,442	
By Illinois Central Railroad.....	18,758	
By Chicago, Burlington and Quincy Railroad.....	34,000	
By Chicago, St. Paul and Fond du Lac Railroad.....	64,682	
By Chicago, Alton and St. Louis Railroad.....	19,446	
By Chicago and Milwaukee Railroad.....	5,454	
By Michigan Southern Railroad.....	2,045	
By Michigan Central Railroad.....	1,200	413,812
Total bushels.....		444,771
Disposed of as follows:		
Shipped to Buffalo.....	95,470	
" to Oswego.....	22,196	
" to other ports.....	22,196	
" by Canal.....	6,595	
" by Michigan Central Railroad.....	4,047	
" by Illinois Central Railroad.....	65	
" by Chicago and Rock Island Railroad.....	2,156	132,020
Used by City Brewers.....	242,000	
In store January 1, 1859.....	70,751	444,771

RECEITS AND SHIPMENTS OF BARLEY FOR FIVE YEARS.

	Receipts, bus.	Shipments, bus.		Receipts, bus.	Shipments, bus.
1854.....	261,764	147,811	1857.....	127,689	17,993
1855.....	201,895	92,011	1858.....	413,812	132,020
1856.....	128,457	19,051			

The following table shows the prices of barley in this market, on the 1st of each month for four years:

PRICES OF BARLEY FOR FOUR YEARS.

	1855.	1856.	1857.	1858.		1855.	1856.	1857.	1858.
January.....	90@100	110@120	130@150	40@50	July.....	100	90	75	25 36
February.....	110 120	125 180	130 150	25 50	August.....	80 85		63	66 33 39
March.....	100 112	120 125	130 150	32 45	September.....	80 90	85 100	75	80 65 75
April.....	115 120	100 130	150 175	30 40	October.....	100 110	125 130	70	75 50 75
May.....	115 125	135 150	200 25	35	November.....	115 130	120 130		50 40 65
June.....	75 100	135 150	150 180	30 35	December.....	130 135	100 120	50	55 40 65

GRASS SEED.

The quantity of Grass Seed marketed this year has been large, and the quality excellent. Very little Clover seed has been received. As our Canal and Railroads make no distinction in their books, but enter both as "seeds," the quantity of each kind received cannot be arrived at.

The following table will show receipts and shipments of "seeds" during the year 1858:

	Receipts, Lbs.	Shipm'ts, Lbs.		Receipts, Lbs.	Shipm'ts, Lbs.
By Illinois and Michigan Canal.....	758,264	39,593	By Mich. Central Railroad.....	12,427	527,901
" Chicago and R. Island R. R.....	6,924		" Mich. Southern Railroad.....	35,019	344,952
" Chicago, Alton & St. L. R. R.....	235,394		" Lake.....	23,105	3,106,260
" Chicago, B. and Q. Railroad.....	1,171,238	9,140	City consumption and on hand.....		243,886
" Galena and C. U. Railroad.....	1,062,920		Total.....	4,271,732	4,271,732
" Chicago, St. P. & F. du L. R. R.....	966,441				

RECEIPTS AND SHIPMENTS OF GRASS SEEDS FOR FOUR YEARS.

	Receipts, Lbs.	Shipments, Lbs.
1855.....	3,024,238	2,484,013
1856.....	2,843,202	2,823,759
1857.....	2,466,973	1,537,948
1858.....	4,271,732	4,027,846

TABLE

Showing Weekly Prices of Timothy and Clover Seed during the year.

1858.		Timothy Seed.	Clover Seed.	1858.		Timothy Seed.	Clover Seed.
January.....	2	\$1 50@1 62	.....	July	3	.....	.....
	9	1 50 1 62	.....		10	.....	.....
	16	1 50 1 62	.....		17	.....	.....
	23	1 50 1 62	\$5 00@5 25		24	.....	.....
	30	1 50 1 62	4 50 5 00		31	.....	.....
February.....	6	1 50 1 65	4 50 5 00	August.....	6	.....	.....
	13	1 50 1 75	4 50 4 75		14	.....	.....
	20	1 60 1 75	4 50 4 75		21	.....	.....
	27	1 60 1 75	..... 4 25		28	.....	.....
March	6	1 60 1 70	4 00 4 25	September	4	.....	.....
	13	1 50 1 62	4 00 4 25		11	\$1 50@1 59	.....
	20	..... 1 50	..... 4 50		18	1 25 1 38	.....
	27	1 37 1 50	5 00 5 25		25	1 25 1 37	.....
April	3	1 20 1 25	5 00 5 50	October	2	..... 1 50	.....
	10	1 20 1 25	5 00 5 50		9	1 55 1 65	.....
	17	1 20 1 25	5 00 5 50		16	1 60 1 75	.....
	24	1 25 1 37	4 50 5 00		23	1 70 1 75	.....
May.....	1	1 25 1 37	4 50 5 00		30	1 70 1 80	.....
	8	1 25 1 37	4 50 5 00	November.....	6	1 75 1 80	.....
	15	.....	.....		13	1 75 1 80	.....
	22	.....	.....		20	1 60 1 70	.....
	29	.....	.....		27	1 50 1 60	.....
June	5	.....	.....	December.....	4	1 50 1 55	.....
	12	.....	.....		11	1 50 1 60	.....
	19	.....	.....		18	1 55 1 65	.....
	26	.....	.....		24	1 65 1 85	.....

BEEF CATTLE.

The past year has shown a very great increase in the cattle trade of Chicago. Not only have the vast prairies of Illinois contributed largely to this market, but Indiana, Iowa, and the entire beef-growing territory of the Northwest, have all made Chicago the centre of their operations. Within the past year, too, large droves of cattle have been driven hither from Texas, and this trade—which has increased at least two hundred per cent. during the year 1858—promises to be one of no small magnitude. Western drovers find that, as a general thing, it is more profitable to sell their cattle here than risk the fluctuations and uncertainties of New York or Albany markets. Thus has our cattle trade, within one year, taken the first position, as to importance and numbers, in the United States, out of New York city.

Here, throughout the entire year, are concentrated buyers from all the markets in the East—from Albany, New York, Cambridge and Brighton, and cattle in good condition are never a drug in the market. If cattle are low priced in the East, buyers have the opportunity afforded them of pasturing their stock on our prairies till the market improves, and that at no expense whatever. This is an advantage which no other large market in the United States enjoys; and it is this fact which, more than anything else, contributes to the growth and prosperity of the trade.

In no other city on this continent is there a *daily cattle market* which has been as regularly represented throughout the year as our grain and provision markets, with the publication of our daily receipts; and this enables the drover to sell out almost as soon as he arrives, without the delays or hindrances which annoy and harrass the drovers in the East, if circumstances should delay them beyond the special market day. In Chicago, there is generally a good shipping demand; then there is a demand by beef packers, and there is also the constantly increasing requirements of our city butchers, so that cattle traders have generally little difficulty in disposing of their stock.

By the tables which follow, it will be seen that the receipts of cattle at this point, by railway alone, amount, during the year, to 119,534, while the shipments foot up 42,638; thus showing an increase in the receipts, outside of the vast number driven here on foot, of 71,010 over the receipts of 1857, and an increase in the shipments of 17,136 over that of 1857.

Like everything else, during the past year, beef cattle have been low priced in all the markets of the United States. In January, there was a good demand for fat steers, at \$3@375 gross, and \$4 for extra; but the great bulk of the receipts were of the denomination known as "Scallawags," which were sold at a range of \$2 25@2 50 gross. In February, owing to mild weather, and larger receipts of good beeves, beef packers were induced to commence operations again, and thus make up the deficiency caused by the monetary crisis which set in all over the country the previous fall. This imparted an additional activity to the market, and under a good demand, by both packers and shippers—for New York, during this month, was also buoyant—cattle fit for slaughter were sold readily at a range of \$3@3 75 gross, and butchers paid \$4 for fat steers. This buoyancy continued mostly throughout March, although the New York market had declined considerable. Towards the close of March, packers commenced to put up barrel beef, and for this only moderately fat cattle were required, which rendered the market rather duller. In April, New York improved, which sustained this market from a heavy decline, which was anticipated by the withdrawal of the packers. On the 18th of April, mess beef advanced in New York, and this encouraged beef packers to re-commence operations, and during the balance of the month, an advance of twenty-five and thirty cents was gained on fat cattle, the market closing at a range of \$2 50@4 50 gross for common to extra fat steers. In May the market was duller, caused by a decline in Eastern markets, as well as by the withdrawal of packers; but the decline was more particularly on their cattle, of which there was a much larger proportion than usual. In the month of June the receipts were heavy, and during the latter half of the month, the demand by shippers had fallen off, owing to a continued depression in the East, which induced several drovers to drive their cattle back on the prairies to graze, rather than sell them at the market price. One drover shipped his stock back to Champaign county. In July, this dullness continued, and it had the effect to check receipts, which fell off one-half, as compared with those of the previous month. The prices paid during this month ranged from \$2@3 for common to good steers, and \$3@3 50 for extra fat. In August, several fine droves of Texan cattle were received, and sold at \$3 gross. During this month there was a better demand for fat beeves, but the receipts of such were limited, a large proportion being thin, and unfit for shipment East. At the close, fat cattle sold at a range of \$3@3 25. In September, packers commenced operations, and this contributed towards clearing the market of large numbers of cattle which had been accumulating here during the previous month. New York, however, having declined, and warm weather setting in at the close of the month, caused packers to stop, and the market did not improve very materially. In October, city packers were in full operation, and this, with an increased demand by shippers, under an improvement in New York, rendered the market more active. A heavy increase, however, in the receipts checked the upward tendency, and the range of prices continued low. A number of drovers, rather than sell their stock at the ruling prices, had them packed by packers in this city, and the beef shipped to New York. In November, good cattle were scarce, and packers had to suspend operations. Towards the close, however, one of our packers paid \$3 for choice steers, to put up extra mess beef for the English Government. In December, receipts continued light, and there was a good demand by shippers and butchers, which caused an advance of twenty-five and fifty cents on fat steers. During the Christmas holidays, some immense steers were sold to butchers, at a range of \$5 50@\$8 gross.

The following table shows the receipts and shipments during the past year, with an estimate of the number driven hither on foot:

TABLE,

Showing Receipts and Shipments of Cattle in 1858, with the Routes by which they were Received and Forwarded.

	Receipts.	Shipments
By Lake.....	9	377
Galena and Chicago Union Railroad.....	11,454	.....
Illinois Central Railroad.....	20,155	205
Chicago, Burlington and Quincy Railroad.....	40,641	108
Chicago and Rock Island Railroad.....	16,225	.....
Chicago and Milwaukee Railroad.....	83	3,962
Chicago, Alton and St. Louis Railroad.....	29,736	560
Chicago, St. Paul and Fond du Lac Railroad.....	1,130	.....
Michigan Central Railroad.....	101	17,131
Michigan Southern Railroad.....	.....	20,014
Pittsburg, Fort Wayne and Chicago Railroad.....	.....	287
	119,534	
Cattle driven to Chicago, estimated.....	21,000	
	140,534	42,638

The following table shows the weekly prices of beef cattle in this market during 1858 :

PRICES OF CATTLE AT GIVEN DATES IN 1858.							
January	2.....	\$2 00	\$3 50	July	3.....	\$2 00	\$3 50
	9.....	2 25	2 75		10.....	2 00	3 50
	16.....	2 25	2 75		17.....	2 00	3 50
	23.....	2 25	2 75		24.....	2 00	3 50
	30.....	2 25	2 75		31.....	2 00	3 50
February	6.....	2 25	2 75	August	7.....	1 50	3 25
	13.....	2 75	3 00		14.....	1 50	3 25
	20.....	2 75	3 25		21.....	1 50	3 25
	27.....	2 50	3 00		28.....	1 50	3 25
March	6.....	2 50	3 00	September	4.....	1 50	3 25
	13.....	2 75	3 00		11.....	1 50	3 00
	20.....	2 50	3 00		18.....	1 80	3 00
	27.....	2 50	3 00		25.....	1 80	3 00
April	3.....	2 50	2 75	October	2.....	1 80	3 25
	10.....	2 50	2 75		9.....	1 80	3 25
	17.....	2 75	3 50		16.....	1 50	2 75
	24.....	2 50	3 50		23.....	1 50	2 50
May	1.....	2 75	3 75		30.....	1 50	2 50
	8.....	2 75	3 75	November	6.....	1 50	2 50
	15.....	3 00	4 00		13.....	1 50	3 00
	22.....	3 00	4 00		20.....	1 50	3 00
	29.....	3 00	3 75		27.....	1 50	2 75
June	5.....	2 50	3 75	December	4.....	1 50	2 75
	12.....	2 50	3 75		11.....	1 50	2 75
	19.....	2 50	3 75		18.....	1 50	3 25
	26.....	2 50	3 50		24.....	1 50	3 00

The receipts of beef cattle at Chicago, however, does not show the entire product of the State of Illinois. In addition to the cattle shipped from this city to Eastern markets, large numbers are sent east by railroads which traverse the State south of Chicago. The following are the shipments for the year by two of those roads :

SHIPMENTS OF CATTLE EAST IN 1858, BY RAILWAYS WHICH DO NOT TOUCH AT CHICAGO.

Great Western Railway, via Toledo.....	30,541
Joliet Cut-Off Railway, via Michigan Central Railroad.....	11,908
	42,449
Shipped from Chicago.....	42,639
Total.....	85,088

Receipts of Cattle from Western States at New York, in 1858.

In former years, Illinois ranked second and third in supplying the New York market. During the past year, however, she has sent thither more than any other State in the Union. The following are the receipts from the Western States for 1858 :

Illinois.....	53,464	Ohio.....	37,580	Indiana.....	11,130
Kentucky.....	9,409	Iowa.....	2,724	Michigan.....	1,682
Texas.....					1,214

In giving the above figures the New York Tribune states that, besides the above amount received from Chicago, large droves of Illinois cattle are carried into New York State, where they are grazed a few weeks, and then entered as New York Cattle.

HOGS.

In addition to the number of Hogs used up in the City by packers and butchers, Chicago, during the past year, has become a most important shipping market. After the packing of 1857-8 was closed, up to the 1st of November last, our receipts of Live Hogs ranged from 19,000 to 45,000 monthly. Such immense receipts during the summer attracted hither buyers from the East, whose purchases, along with those of our own ice-packers, rendered the market quite active. The low price of Corn in the early part of the summer, throughout this State, and especially in Iowa, induced farmers to feed their hogs rather than send their corn to market. Our receipts were therefore composed principally of fat hogs, which were bought by ice-packers in New York, Boston, and other points.

As will be seen from the table of weekly prices given below, the range of prices during the summer months was \$3.25@4.40 \mp 100 lbs. gross.—Stock Hogs selling at 50c. @ \$1.00 \mp 100 lbs. below these figures.

The following table shows the receipts and shipments of Hogs, Live and Dressed, in 1858, with sources of supply and routes of shipment :

	Receipts.		Shipments.	
	Live Hogs. No.	Dres'd Hogs. No.	Live Hogs. No.	Dres'd Hogs. No.
By Lake.....			308	.....
" Galena and Chicago Union Railroad.....	24,411	26,086	.....	.....
" Illinois Central Railroad.....	75,690	11,669	330	127
" Chicago, Burlington and Quincy Railroad.....	157,289	47,828	.....	.....
" Chicago and Rock Island Railroad.....	24,259	22,428	.....	.....
" Chicago, Alton and St. Louis Railroad.....	123,409	6,583	.....	.....
" Chicago, St. Paul and Fon du Lac Railroad.....	8,236	6,103	.....	.....
" Michigan Southern Railroad.....	1,816	63	39,988	7,190
" Michigan Central Railroad.....	1,115	3,240	110,773	25,515
" Chicago and Milwaukee Railroad.....	.....	253	7,782	.....
Total.....	416,225	124,261	159,181	32,832

The following table shows the weekly prices of Live and Dressed Hogs during 1858.

PRICES OF HOGS AT GIVEN DATES IN 1858.

		Gross.		Dressed.				Gross.		Dressed.	
January.....	2	\$3 70	\$4 00	\$4 35	\$4 75	July.....	3	\$3 00	\$3 40	.....	.....
	9	3 30	3 75	4 10	4 50		10	3 00	3 40	.....	.....
	16	3 25	3 75	4 25	4 50		17	3 50	4 00	.....	.....
	23	3 30	3 80	4 25	4 50		24	3 50	4 30	.....	.....
	30	3 50	4 00	4 25	4 75		31	3 20	4 00	.....	.....
February.....	6	3 90	4 10	4 75	5 12	August.....	7	3 30	4 40	.....	.....
	13	.....	4 50	.....	5 50		14	3 20	4 25	.....	.....
	20	4 50	4 75	5 50	5 75		21	3 20	4 00	.....	.....
	27	4 50	4 60	5 00	5 50		28	3 30	4 00	.....	.....
March.....	6	4 00	4 25	5 12	5 75	September.....	4	3 30	4 20	.....	.....
	13	4 00	4 50	5 25	5 50		11	3 25	4 25	.....	.....
	20	4 25	4 62	.....	.....		18	3 25	4 25	.....	.....
	27	4 25	4 50	.....	.....		25	3 50	4 60	.....	.....
April.....	3	4 25	4 50	.....	.....	October.....	2	3 50	4 50	.....	.....
	10	4 25	4 50	.....	.....		9	3 50	4 50	.....	.....
	17	4 00	4 25	.....	.....		16	3 50	4 25	.....	.....
	24	4 00	4 25	.....	.....		23	3 30	4 00	.....	.....
May.....	1	4 00	4 25	.....	.....		30	3 50	4 50	.....	.....
	8	4 00	4 25	.....	.....	November.....	6	3 50	4 10	.....	.....
	15	4 00	4 25	.....	.....		13	3 50	4 50	\$5 12	\$5 50
	22	4 00	4 25	.....	.....		20	3 75	4 60	5 30	5 62½
	29	4 00	4 40	.....	.....		27	3 50	4 50	4 50	5 50
June.....	5	3 90	4 25	.....	.....	December.....	4	4 40	5 30	4 50	6 25
	12	3 25	3 50	.....	.....		11	4 50	5 30	5 25	6 50
	19	3 25	3 75	.....	.....		18	4 25	5 25	4 50	5 75
	26	3 00	3 40	.....	.....		24	4 25	5 40	4 50	6 50

The following table shows the number of Hogs received at Chicago from the 1st of April to the close of the year, and the number shipped out of the State by railways not touching at Chicago :

Received at Chicago.....	432,944
Shipped by Great Western Railroad.....	80,270
by Joliet Cut-off.....	14,672
by Terre Haute and Alton Railroad.....	50,000
Total.....	577,886

OUR PROVISION TRADE.

From the rapidly increasing importance of our provision market, and the fact that in pork packing we have advanced to the position of being now the third largest point in the west, bidding fair in a few years to rival both Cincinnati and Louisville, while our beef packing far exceeds, both in extent and value, any other in the States, a cursory review of the transactions for the past year cannot prove uninteresting to the members of the Board.

In the month of January, 1858, provisions ruled lower than at any other period of the season. Mess pork in the early part of the month sold at \$12 00@12 50, and 1,500 barrels were sold by one of our packers to a Canadian house, for April delivery, at \$12 00. Later in the month, about the 25th, the market commenced improving, and sales were made at \$13 00 $\text{\textcircled{P}}$ bbl., with an advancing tendency. Prime and rump pork brought \$9 50@10 00 $\text{\textcircled{P}}$ bbl. Cut meats were dull and in limited request at 4c@4½c $\text{\textcircled{P}}$ lb for shoulders, 5c@5½c for sides, and 6c@6½c for hams, Prime lard was held at 8c@8½c; at the inside rate some large sales were made to speculators. Mess and extra mess beef were held at \$10 00@11 00 $\text{\textcircled{P}}$ bbl. No. 1 tallow at 9¾c@10c $\text{\textcircled{P}}$ lb.

The improvement established in the market at the close of the month of January, continued through February. Mess pork sold readily at \$14 50@15 00, and prime and rump pork at \$10 50@11 00. Cut meats also shared in the advance, and shoulders sold at 5½c, sides at 7c, and hams at 7½c $\text{\textcircled{P}}$ lb. Prime lard sold at 9c@9½c $\text{\textcircled{P}}$ lb. The outside figure was reached about the middle of the month, but towards the close the market again declined ½c $\text{\textcircled{P}}$ lb., yellow grease 6½c@7c. Mess and extra mess beef sold at \$11 00@12 00 $\text{\textcircled{P}}$ bbl., and No. 1 tallow at 10c@10½c $\text{\textcircled{P}}$ lb.

During the early part of the month of March the market became weaker and prices rather lower, but by the 15th it again rallied, and on the 29th mess pork had reached \$16 00 $\text{\textcircled{P}}$ bbl., prime and rump pork \$11 00@11 50. Cut meats sold at the close at 5½c for shoulders, and 7½c for hams. Prime lard 9½c@9½c $\text{\textcircled{P}}$ lb. Mess and extra mess beef \$10 00@11 00. Prime tallow 10c. The pork packing for the season 1857-8 closed about the 8th of this month with a total of 96,262 head averaging 220 lbs., giving a yield of about 30,000 barrels of mess pork, and about 30 lbs of lard $\text{\textcircled{P}}$ hog.

The excitement continued through the month of April, and all provision products advanced. Mess pork ranged from \$16 00@17 00 $\text{\textcircled{P}}$ bbl., but at the close was mostly held off the market at \$17 50. Prime and rump pork were in limited supply and none offering. Cut meats were in demand at 5½c for shoulders, and 8c for sides and hams. Prime lard was also scarce, and had any been offering, would have commanded 10c. Mess and extra mess beef were more enquired for at \$11 00@12 00. No. 1 tallow was dull at 9½c@9½c.

At the close of the month of April prices had reached the highest point for the year. In the beginning of the month of May the eastern demand fell off, and the market became weaker. Mess pork was freely offered at \$16 75, while prime and rump, for which \$14 00 had been refused, were freely offered at that price. Cut meats were also dull at 5½c@7½c for shoulders, sides and hams. Prime lard maintained its previous value better than any other product, and was in demand at 10½c@10½c, but the quantity offering was very small. Mess and extra mess beef were firmly held at \$11 @12 00. Prime tallow in fair demand at 9¾c.

The market during the month of June was dull and inactive. Mess pork declined to \$15 00@15 50, closing dull at the inside quotation. Cut meats were also dull at 5½c for shoulders and 8c for sides and hams. Prime lard was in demand early in the month at 10½c, but towards the close, the market being better supplied, prices again receded to 10c. Mess and extra mess beef continued firm at \$11 00@12 00. Prime tallow, notwithstanding a good demand for Canada, was dull at 9c@9½c.

During the month of July all products declined still further. Mess pork closed dull at \$14 50@15 00, prime and rump \$11 50. Cut meats, 5½c for shoulders, and 8c for hams. Prime lard 9¼c@9½c, with a limited demand. Mess and extra mess beef \$11 00@12 00. Prime tallow 9¼c@9½c.

In August, most of the winter packed pork being in the hands of one house, mess was held off the market at \$17 00. The ice cured pork, however, which was offered at \$15 50, and which was found to give general satisfaction, sufficed for the local trade and prevented the market from being forced up. Early in the month a sale of 500 barrels mess, for delivery in the following November, was made at \$13 50, this being the first forward sale of the season. Towards the close of the month another sale of 500 barrels mess for the same delivery was made at \$14 00, and some prime lard at 9c@9¼c. Cut meats, bacon and lard for present delivery were scarce and nominal. Mess and extra mess beef \$11 00@12 00. Prime tallow 9¼c.

Most of the transactions in the month of September were for forward delivery. Several thousand barrels of mess pork were contracted for, for delivery from December to February at \$14 50 ½ bbl. The purchasers were principally Louisville houses. Most of the old pork was shipped to New York, and 579 barrels having been sold for Canada at \$15 00, the market was pretty well cleared. Some prime lard was sold for winter delivery at 9½c, but it was afterwards offered at the same figure unsuccessfully. There were no cut meats offering. Mess and extra mess beef were offered at \$9 50@10 00 for forward delivery, but operators did not seem desirous of taking hold.

The market during the month of October was stagnant in the extreme. There were no sales of moment either for present or future delivery. Operators seemed to think they could buy the hogs, and pack, cheaper than they could purchase the products, and the rumors of a short hog crop being generally discredited, a general inactivity prevailed. Mess pork was nominal at \$15 00@15 50 for present, and \$14 00@14 25 for November delivery. Later in the month some sales were made to fill November contracts at \$14 50. Green shoulders for November delivery sold at 4c, and hams at 6c@6½c. Prime lard was offered for same delivery at 9½c. The packing of beef was very heavy, and the shipments for the month exceeded 25,000 barrels. Mess and extra mess beef were nominal at \$9 50@10 00.

The offerings for forward delivery were so rapidly picked up, in the beginning of the month of November, that sellers retired from the market. Some sales of mess pork were made for delivery all winter, sellers' option, at \$14 50, but about the 20th the market became much excited, and some sales were made as high as \$16 00 ¾ bbl. Prime pork ruled relatively low through the month, although holders asked \$13 00 ¾ bbl., the highest price paid was \$12 00, at which the market was dragging and inactive. Cut meats were in tolerable demand at 5½c for shoulders, 7c for sides, and 7½c for hams. Prime lard was in active demand at 10c@10½c. Mess and extra mess beef were dull and nominal at \$9 00@10 00. No. 1 tallow in fair demand at 9c@9¼c. The shipments of beef for the month, by lake, exceeded 55,000 barrels.

The market continued excited in the commencement of the month of December. Mess pork sold at \$16 50, and most holders asked \$17 00, but towards the close of the month buyers became scarce, and seemed distrustful even at \$16 00. Prime and rump dragged heavily at \$12 00, the stocks constantly accumulating and no buyers to be found. Cut meats were also dull at 5½c. 7½c@7¾c for shoulders, sides and hams.

Prime lard advanced to 10 $\frac{3}{4}$ c, but there seemed no disposition to operate at that figure, and subsequently declined to 10 $\frac{1}{4}$ c, again advancing at the close to 10 $\frac{1}{2}$ c@10 $\frac{3}{4}$ c. Mess and extra mess beef were dull at \$9 00@10 00. Shipments by lake for the month, about 4,000 bbls. Prime tallow in good demand and firm at 9 $\frac{1}{2}$ c@10c.

The pork packing for the season, (from the 1st November, 1858, to the 1st January, 1859,) the particulars of which were obtained from the various packers as accurately as possible, showed an aggregate of over 155,000 head. As the season has not yet ended and many hogs are still being received, it is not improbable that at the close our packing may very nearly double that of the previous season.

This proof of our progress as a provision market is excessively gratifying.

The Canadians, seeming apprehensive that our prices were too high, and anticipating a decline, have not purchased so freely as they did the previous year, but have shown greater favor to the Milwaukee market.

The Baltimore operators have been the principal purchasers in our market, and the Baltimore and Ohio, and Pittsburg and Fort Wayne railroads, who have both resident agents here, have aided largely, by their prompt acquiescence in the demands of shippers, in securing for us this valuable trade.

And now, having reviewed the transactions for the year 1858, and the progress of our provision market, it may not be uncalled for to make a few suggestions as to the customs at present existing among the trade, and which certainly require to be remodelled. It is thought by many that our inspection is not sufficiently rigid, particularly as regards mess pork.

The weight also packed into the barrel is left entirely to the caprice of the packer, and it is thought but few follow the established usage of other markets and pack 196 pounds. Although a barrel of mess pork only requires to be 200 pounds, and much of what is packed and sent here would probably turn out that weight after some months, yet most of our purchases are made for immediate consumption, and the short weight as at present packed is certainly not fair to the purchaser. A fixed allowance for salt on sales of bulk meat ought to be established.

In most other markets an allowance of one per cent is made, while here a seller grumbles if you claim anything. So, also, with lard. We have no fixed tare, and no means to come at the actual tare but by stripping a barrel, which would meet the most strenuous opposition from the seller. The purchaser is therefore compelled to recognize the honesty of the seller and accept the tare as marked on the barrels. In most other large markets a tare of eighteen per cent. on barrels, and sixteen per cent on tierces is an established rule. It is not presumed that this will be made the custom here, but some means should be arrived at to ensure the purchaser at least justice. To place the Chicago provision market in the position it is justly entitled to, and to inspire confidence in the minds of eastern operators, some fixed and equitable rules should be established, and an early consideration of this subject is recommended to the Board.

HIDES.

Few are aware of the magnitude of the Hide trade in Chicago. As will be seen from the following table, our receipts for the year foot up 11,606,997 lbs. The number of Hides received is less than 400,000, from which it may be inferred that most of those received were dry. The average price for the year has been about 12 $\frac{1}{2}$ cents @ lb. The value of Hides received would amount to..... \$1,450,874 62

Averaging those taken from cattle slaughtered in the City at 80 lbs. each, gives

7,831,680 lbs. green hides, which have sold at an average of 6 cts. @ lb,

and would amount to..... 469,900 80

Total..... \$1,920,775 42

Thus showing a trade in this article of nearly two millions of dollars.

The following table shows Receipts and Shipments of Hides during the year 1858.

	Received. Lbs.	Forwarded. Lbs.
By Lake.....	53,820	6,510,561
" Illinois and Michigan Canal.....	236,247	530
" Galena and Chicago Union Railroad.....	2,238,250	.....
" Chicago and Rock Island Railroad.....	2,321,437	.....
" Illinois Central Railroad.....	1,525,364	.....
" Chicago, Burlington and Quincy Railroad.....	2,038,461	.....
" Chicago, St. Paul and Fond du Lac Railroad.....	822,746	.....
" Chicago, Alton and St. Louis Railroad.....	1,712,680	.....
" Chicago and Milwaukee Railroad.....	519,389	.....
" Michigan Southern Railroad.....	73,789	1,017,725
" Michigan Central Railroad.....	65,114	1,111,376
" Pittsburgh, Fort Wayne and Chicago Railroad.....	.....	53,840
Taken from cattle slaughtered in the city 97,896 head, 80 lbs. each, is.....	11,606,997	8,693,832
Used by tanners in the city, on hand, and unaccounted for.....	7,831,680	10,744,845
	19,438,677	19,438,677

The discrepancy between Receipts and Shipments appears large. In explanation, we would say, that an estimate only can be arrived at of the number of pounds shipped, as our Custom House books only give the number of hides, and no figures can be given for city consumption. There can be no question about the accuracy of receipts, or the number taken from cattle slaughtered.

The following table will give weekly prices of Green and Dry Flint Hides during the year 1858:

WEEKLY PRICES OF HIDES IN 1858.

	Green.	Dry Flint.		Green.	Dry Flint.
January.....	2 3 1/2 - 4	8 - 9	July.....	3 ... 7 1/2	14 1/2 - 14 3/4
9	4 4 1/2	9 9 1/2	10	... 7 1/2	14 1/2 - 14 3/4
16	4 4 1/2	9 9 1/2	17	... 7 1/2	14 1/2 - 14 3/4
23	4 4 1/2	8 1/2 9	24	... 7 1/2	14 1/2 - 14 3/4
30	... 4	8 9	31	7 3/4 8	14 3/4 15
February.....	6 ... 4	8 9	August.....	7 7 3/4 8	14 3/4 15
13	4 4 1/2	7 9	14	7 3/4 8	14 3/4 15
20	4 1/2 4 3/4	8 9 1/2	21	8 8 1/4	15 15 1/2
27	... 4 1/2	8 10	28	8 8 1/4	15 15 1/2
March.....	6 4 3/4 5 1/4	11 12 1/2	September.....	4 8 1/4 8 1/2	15 1/2 16
13	5 5 1/2	... 12 1/2	11	8 1/4 8 1/2	15 1/2 16
20	5 1/4 5 1/2	... 12 1/2	18	... 8 1/2	16 1/2 17
27	5 1/4 5 1/2	12 12 1/2	25	... 8 1/2	16 16 1/2
April.....	3 5 1/4 5 1/2	... 12 1/2	October.....	2 7 1/2 8 1/2	15 16
10	5 5 1/4	... 12 1/2	9	7 1/2 7 3/4	15 15 1/2
17	5 5 1/4	12 1/2 13	16	7 7 1/2	15 15 1/2
24	5 1/4 5 1/2	13 13 1/2	23	7 7 1/2	15 15 1/2
May.....	1 ... 5 1/2	13 1/2 14	30	6 6 1/2	... 14 1/2
8	5 1/2 5 3/4	13 3/4 14	November	6 6 1/2 7	... 14 1/2
15	5 3/4 6	... 14	13	6 6 1/2	14 14 1/2
22	... 6	... 14	20	6 6 1/2	... 15
29	... 6	14 14 1/4	27	6 7	... 15
June.....	5 ... 6	14 1/2 14 1/2	December.....	4 6 7	... 15
12	... 6	14 1/2 14 1/2	11	6 7	15 15 1/2
19	7 1/4 7 1/2	14 1/4 14 1/2	18	6 1/2 7 1/4	... 15
26	... 7 1/2	14 1/2 14 3/4	24	... 6 1/2	... 15 1/2

LUMBER.

In reviewing the lumber trade for the past year, we find the following to be the comparative receipts and sales for past two years:

SALES OF LUMBER DURING THE YEARS 1857 AND 1858.

On hand January 15, 1857.....	128,409,000	
Received during the year.....	459,639,198	588,048,198
Sales of the year 1857.....	414,574,125	
On hand December 10, 1857.....	173,474,073	588,048,198
On hand December 10, 1857.....	173,474,073	
Received during the year 1858.....	278,943,506	452,417,579
Sales of the year 1858.....	323,961,579	
On hand December 15, 1858.....	128,456,000	42,417,579

TRADE AND COMMERCE OF

SALES OF SHINGLES DURING THE YEAR 1857 AND 1858.

On hand January 15, 1858.....	22,264,000	
Received during the year 1858.....	131,832,250	154,296,250
Sales of the year 1857.....	124,675,250	
On hand December 10, 1857.....	29,621,000	154,296,250
On hand December 10, 1857.....	29,621,000	
Received during the year 1858.....	127,565,000	157,186,000
Sales of the year 1858.....	135,913,000	
On hand December 15, 1858.....	21,273,000	157,186,000

SALES OF LATH DURING THE YEARS 1857 AND 1858.

On hand January 15, 1857.....	20,948,000	
Received during the year 1857.....	80,130,000	101,078,000
Sales of the year 1857.....	73,693,000	
On hand December 10, 1857.....	27,385,000	101,078,000
On hand December 10, 1857.....	27,385,000	
Received during the year 1857.....	44,559,150	71,944,150
Sales of the year 1858.....	61,699,150	
On hand December 15, 1858.....	10,245,000	71,944,150

The quantity sold would have been satisfactory, considering the failure in the crop and the continuance of the panic in 1857-8, if there had not been such a falling off in the prices, but, owing to the low freights from Canada, St. Clair River and Saginaw, the quantity of lumber received has exceeded the expectations of many of our dealers, which, with the large stock carried over from the previous year, caused prices to give away in June, from which they have not recovered. The loss to the one hundred and fourteen dealers and firms who were engaged in the trade a year ago, is by many supposed to be over \$1,000,000. There are now less than ninety dealers, many of whom will not continue in the trade any longer than until they can dispose of their present stock.

STOCK OF LUMBER, LATH AND SHINGLES ON HAND JANUARY 15, 1857.

Two years ago the 15th of this month, the stock of lumber on hand in this market was as follows:

First and Second Clear.....	11,739,663 feet	
Clear Flooring.....	4,130,770	
Common Flooring.....	12,449,828	
Fencing.....	15,610,026	
Joice.....	30,736,128	
Scantling.....	11,245,789	
Boards, Siding, etc.....	42,496,796	
Total No. feet.....	128,409,000	
Lath, number.....	20,948,000	
Shingles, number.....	22,464,000	

STOCK ON HAND DECEMBER 10, 1857.

On the 10th of December, a year ago last month, the stock of lumber, shingles and lath was as follows;

First, Second and Third Clear.....	24,344,011 feet	
Common Boards and Plank.....	48,840,375	
Scantling and Joice.....	40,586,922	
Common Flooring.....	14,661,931	
Fencing.....	21,080,622	
Siding.....	3,955,363	
Culls.....	11,848,275	
Sawed Timber.....	6,061,574	171,379,073
Hewn Timber.....		2,095,000
Total No. of feet.....		173,474,074
Lath, number.....		27,385,000
Shingles, number.....		29,621,000

STOCK ON HAND DECEMBER 15, 1858.

The quantity of lumber, shingles, lath and cedar posts on hand the 15th of December, 1858, was as follows:

Lumber, all kinds and qualities.....	128,456,000
Shingles	21,273,000
Lath	10,245,000
Cedar Posts.....	76,809

By the above statement, it will be seen that the quantity of lumber and shingles now on hand is about the same as two years ago—lath is not quite half.

Receipts of the following articles during the year 1858 have been as follows:

Timber	feet	2,019,910
Posts	number	509,873
Staves	"	3,595,950
Pickets	"	722,151

SALT.

The increase in this branch of trade is astonishing, and is one of the many features which show the growth of the North-west. Previous to the year 1852 it is difficult to ascertain the amount of Salt received annually, as the receipts were not entered in our Custom House books. Syracuse fine Salt has been shipped to this market from a very early date. In 1839, we find, there were about 15,000 barrels sold in Chicago. Since that year sales have yearly increased, until the last year, they reached upwards of 300,000 barrels.

The following table shows the receipts of Salt for seven years:

1852.....	92,907 barrels.	1856.....	184,834 barrels.
1853.....	86,309 "	1857.....	200,946 "
1854.....	176,526 "	1858.....	334,997 "
1855.....	170,623 "		

For several years after Chicago became an important point for packing beef and pork, large quantities of foreign Salt found its way to this market, as high prices and want of confidence in the Syracuse solar prevented its use; but the packers have this year supplied themselves almost entirely with this article, only two cargoes of foreign having arrived. According to tests made by our government, it is fully equal to Turk's Island for packing purposes. The trade of Chicago embraces a wide range, extending throughout the middle and northern part of Illinois, the States of Wisconsin, Iowa and Minnesota.

As our trade in this article in Southern Illinois and the "Upper Mississippi" comes into competition with the Kanawha Salt, it is desirable to dealers, in order to foster the trade now open to them by canal and railroads, to have the tolls made as low as possible on the Erie Canal, and that the different railroad lines from this city should make the transportation at the most moderate rate possible.

Following is a statement of the Salt trade for 1858:

On hand January 1, 1858.....	barrels...	40,000
Received during the season.....	"	334,997
Disposed of as follows:		374,997
Shipped by Lake.....		10,550
" by Canal.....		19,476
Forwarded by Railroad and consumed in the City.....		279,971
On hand January 1, 1859.....		65,000
		374,997

TABLE

Showing Prices of Salt, weekly, in 1858.

		Coarse, per bbl.	Fine, per bbl.	Dairy, per bag.			Coarse, per bbl.	Fine, per bbl.	Dairy, per bag.
January.....	2	\$2 00	\$2 00	14½	July.....	3	\$0 60	\$1 60	10½
	9	2 00	.....	14½		10	1 60	1 50	.....
	16	2 00	.....	14½		17	1 60	1 50	.....
	23	2 00	.....	12½		24	1 60	1 50	.....
	30	2 00	.....	13½		31	1 50	1 45	.....
February.....	6	2 00	.....	14½	August.....	7	1 50	1 47	.....
	13	2 00	.....	.....		14	1 50	1 48	.....
	20	2 00	1 90	.....		21	1 60	1 50	.....
	27	2 00	1 90	.....		28	1 60	1 50	.....
March.....	6	2 00	1 90	.....	September.....	4	1 50	1 48	.....
	13	2 00	1 90	.....		11	1 50	1 45	.....
	20	2 00	1 90	.....		18	1 50	1 45	10
	27	2 00	1 90	13		25	1 50	1 45	.....
April.....	3	2 00	1 90	14	October.....	2	1 60	1 50	.....
	10	2 00	1 85	14		9	1 60	.....	.....
	17	1 90	1 85	14		16	1 60	.....	.....
	24	1 87½	1 75	13		23	1 60	.....	.....
May.....	1	1 75	1 70	.....		30	1 60	.....	.....
	8	1 70	1 65	.....	November.....	6	1 60	.....	.....
	15	1 70	1 65	.....		13	1 60	.....	.....
	22	1 65	1 60	.....		20	1 75	1 55	11
	29	1 65	.....	.....		27	1 75	1 55	.....
June.....	5	1 60	.....	.....	December.....	4	1 85	1 60	.....
	12	1 60	.....	.....		11	2 00	1 60	.....
	19	1 60	.....	.....		18	2 00	1 60	.....
	26	1 60	.....	.....		25	2 10	1 60	.....

The following table shows the prices of salt in Chicago for four years :

PRICES OF SALT IN CHICAGO FOR A SERIES OF YEARS.

	Fine.	Coarse.	Dairy.		Fine.	Coarse.	Dairy.
1855.....	\$1 73@2 25	\$2 25@3 00	13½@17c	1857.....	\$1 75@2 06	\$1 85@3 27½	13 @17c
1856.....	1 95@2 51½	2 50@3 50	11 @16c	1858.....	1 45@1 65	1 50@2 10	10½@11c

The following table shows the prices of salt in Chicago on the first of each month during the past three years:

PRICES OF SALT FOR THREE YEARS.

	1856.			1857.			1858.	
	Fine, per bbl.	Coarse, per bbl.	Dairy, 14 lb bags.	Fine, per bbl.	Coarse, per bbl.	Dairy, 14 lb bags.	Fine, per bbl.	Coarse, per bbl.
January.....	2 37½	3 00	0 15½	1 95	2 37½	17	1 90	2 00
February.....	2 51½	2 50	0 16	2 00	2 37½	17	1 90	2 00
March.....	2 50	3 50	0 16	2 06	2 37½	17	1 90	1 90
April.....	2 50	3 50	0 16	2 06	2 37½	17	1 90	1 95
May.....	2 12½	3 25	0 16	1 90	2 06	15	1 70	1 75
June.....	2 06	3 25	0 15	2 00	.....	15	1 60	1 65
July.....	2 00	3 00	0 15	.....	.....	13	1 55	1 60
August.....	2 06	2 50	0 15	1 75	2 25	13½	1 47	1 50
September.....	2 00	2 50	0 15	1 85	1 85	13½	1 48	1 50
October.....	2 06	2 50	0 16	1 85	1 85	13½	1 55	1 60
November.....	2 06	3 37½	0 15	1 90	1 90	13½	1 50	1 65
December.....	1 95	.....	0 11	2 00	2 00	14	1 60	1 85

WOOL.

As will be seen by reference to the following tables, receipts of wool at Chicago have been less this—than for several years previous. The principal causes for the decrease in receipts, are that a considerable portion of the wool purchased in the northern portion of Illinois, and in Wisconsin, which has generally found a market here, was purchased by eastern buyers, and forwarded to other lake ports for shipment, while a great portion of the clip in the centre, and southern portions of Illinois has found its way east by railroads not touching Chicago.

The following table shows the receipts and shipments of wool in 1858:

	Receipts, lbs.	Shipments, lbs.
By Lake	8,600	598,264
" Illinois and Michigan Canal.....	78,014	.....
" Galena and Chicago Union Railroad	227,620	.....
" Rock Island Railroad.....	66,999	.....
" Illinois Central Railroad.....	159,822	.....
" Chicago, Burlington and Quincy Railroad.....	186,569	.....
" Chicago, St. Paul and Fond du Lac Railroad.....	22,821	.....
" Chicago, Alton and St. Louis Railroad	298,873	.....
" Michigan Southern Railroad.....	.....	197,696
" Michigan Central Railroad.....	4,308	223,314
" Pittsburg, Fort Wayne and Chicago Railroad.....	.....	19,400
On hand and unaccounted for.....	.....	14,952
	1,053,626	1,053,626

RECEIPTS AND SHIPMENTS OF WOOL FOR FOUR YEARS.

	Receipts, lbs.	Shipments, lbs.		Receipts, lbs.	Shipments, lbs.
1855.....	1,943,415	2,158,462	1857.....	1,116,821	1,062,881
1856.....	1,853,920	575,908	1858.....	1,053,626	1,038,674

PRICES OF WOOL FOR SIX YEARS.

	1853.	1854.	1855.	1856.	1857.	1858.
June.....	40@55	20@30	20@34	20@37	25@38	16@30
July.....	38	50	23	31	25	36
August.....	35	45	20	30	25	38

HIGHWINES.

The market opened in January at low prices, and the trade throughout the season has been dull, with forced sales. The manufacture of this article is steadily increasing, as a comparison of the business, this with former years will show. The supply is regulated entirely by the demand, our facilities for manufacture being equal to any draft that is likely to be made on us. Prices in Eastern cities, most of the season, have been too near prices here to leave any margin for shipment.

Out of 97,503 barrels received at and manufactured in Chicago the past season, only 28,260 barrels have been shipped. Most of the city consumption is in the manufacture of alcohol and burning fluid, and in mixing, after which it finds a market in other shapes.

The following table will show receipts and shipments for the year:

RECEIPTS AND SHIPMENTS OF HIGHWINES DURING THE YEAR 1858.

	Receipts, bbls.	Shipments, bbls.
By Lake.....	70	18,628
" Canal.....	1,259	59
" Galena and Chicago Union Railroad	9,667	.....
" Chicago and Rock Island Railroad.....	16,699	.....
" Illinois Central Railroad.....	2,201	1,781
" Chicago, Burlington and Quincy Railroad.....	4,700	.....
" Chicago and Milwaukee Railroad .....	.....	6,678
" Michigan Southern Railroad.....	15	404
" Michigan Central Railroad.....	.....	457
" Chicago, Alton and St. Louis Railroad	4,194	.....
Manufactured in the city.....	38,644	28,007
City consumption, and on hand.....	60,000	70,637
	98,644	98,644

TRADE AND COMMERCE OF

RECEIPTS AND SHIPMENTS OF HIGHWINES FOR FIVE YEARS.

	Receipts. bbls.	Shipments. bbls.		Receipts. bbls.	Shipments. bbls.
1854.....	17,831	8,018	1857.....	28,185	10,654
1855.....	18,438	6,335	1858.....	88,644	28,007
1856.....	30,000	6,266			

TABLE,

Showing Weekly Prices of Highwines During the Year 1858.

January 2.....	18 @20	July 3.....	19½@20
9.....	15 16	10.....	... 19
16.....	15 16	17.....	19 20
23.....	15 16	24.....	19½ 20
30.....	... 16	31.....	... 20
February 6.....	... 17	August 7.....	... 22
13.....	... 16½	14.....	23½ 24
20.....	... 16½	21.....	24 24½
27.....	... 16½	28.....	... 24
March 6.....	16 16½	September 4.....	... 29½
13.....	16¼ 16½	11.....	... 22
20.....	... 16	18.....	... 22
27.....	16 16½	25.....	... 21½
April 3.....	... 17	October 2.....	... 21
10.....	... 18	9.....	20½ 21
17.....	... 17	16.....	... 20
24.....	... 17	23.....	... 20
May 1.....	... 17	30.....	... 20
8.....	... 17	November 6.....	19½ 20
15.....	... 17	13.....	18½ 19
22.....	16½ 17	20.....	19½ 20
29.....	... 17½	27.....	20½ 21
June 5.....	... 18	December 4.....	... 21
12.....	... 18	11.....	... 22
19.....	... 19	18.....	... 24
26.....	23 24	24.....	... 24

LEAD.

As will be seen from the following statement, receipts of lead in 1858 have been about double those of 1857. Less than one-half the quantity received has been shipped. Most of the balance has been used in the manufacture of lead pipe, etc., in the city :

RECEIPTS AND SHIPMENTS OF LEAD FOR TWO YEARS.

	Receipts. lbs.	Shipments. lbs.
1857.....	4,256,207	2,214,308
1858.....	8,670,028	3,442,870

FISH.

Among the articles of commerce in the West, the Fish trade is one of growing importance.

Following is a statement of Lake Fish inspected in Chicago the past year :

Inspected by Ezra Taylor.....	93 bbls.
“ “ “ “	4,154 half bbls.
“ “ Edward Silver.....	201 bbls.
“ “ “ “	29,643 half bbls.
“ “ “ “	89 one fourth bbls.
“ “ “ “	3 kitts
Making	34,182 packages
Equal to	17,215 bbls.

KINDS OF FISH INSPECTED.

White Fish.....	28,272	Pike.....	3
Trout.....	4,993	Lake Shad.....	2
Mixed.....	888	Bay Fish.....	1
Halifax Herring.....	23		

NOTE.—Large quantities of Lake Fish are marketed here which are not inspected.

STONE.

The Stone trade of Chicago is one of too much importance to pass by unnoticed. The area embraced in the production of what is known as Athens marble is not only large, covering several hundred acres, but convenient to our market, being situated on the line of the Illinois and Michigan Canal. The fine buildings erected in Chicago with this material, bear witness of its value to the city, while the shipments show the estimate in which it is held at other western lake ports. In consequence of the general scarcity of money, and consequent decreased demand for building material, the trade has been smaller this, than the two preceding years.

RECEIPTS AND SHIPMENTS OF STONE FOR FIVE YEARS, ACCORDING TO THE "PRESS AND TRIBUNE."

	Receipts, Cubic Yds.		Shipments, Tons.
1854.....	68,486	1854.....	1,687
1855.....	68,038	1855.....	574
1856.....	92,609	1856.....	2,681
1857.....	122,842	1857.....	6,000
1858.....	68,690	1858.....	2,039

COAL.

The year opened with a large stock on hand, which, with a bountiful supply of wood, caused prices to rule low until the close of the shipping season. With light receipts during the year, prices have since advanced about \$1 00 per ton. The quantity on hand cannot be ascertained, but is known to be much smaller than at the same date in 1857.

RECEIPTS OF COAL DURING THE YEAR 1858.

By Lake.....	tons.....	76,571
" Railroads.....	tons.....	10,719
Total.....	tons.....	87,290

RECEIPTS OF COAL FOR FIVE YEARS.

	Tons.		Tons.
1854.....	56,774	1857.....	171,379
1855.....	109,576	1858.....	87,290
1856.....	93,020		

WOOD.

Although less Wood has been received this year than last, prices have ruled lower throughout the shipping season than for many years previous. This was partially owing to the abundant supply and low prices of coal. Since the close of navigation prices have advanced.

The following are the receipts for two years, with sources of supply :

	1857. Cords.	1858 Cords
By Lake.....	79,463	87,074
" Canal.....	21,592	2,771
" Railroads.....	24,974	6,108
Total.....	126,029	95,948

TRADE AND COMMERCE OF

LAKE FREIGHTS.

From the tables which follow, it will be seen that freights on the Lakes have ruled low. Prices of our great staples have been too near prices in the east, most of the season, to leave much margin for shipment, while the receipts of merchandise, lumber, coal and many other articles which seek this mode of transportation have been comparatively light. In some instances salt has been brought as ballast, and the vessel interest has suffered generally. The tables of lake freights and railroad tariff contain valuable information for those purchasing in our market, as it is a matter of importance to know what it costs to get property to its destination.

WEEKLY RATES OF FREIGHT BY LAKE IN 1858.

		TO BUFFALO.			TO OSWEGO.		TO NEW YORK.		
		Flour per bbl.	Wheat, per bush.	Corn, per bush.	Wheat per bush.	Corn per bush.	Flour per bbl.	Wheat per bush.	Corn per bush.
April	8	45	8		12½				
	15		7		10				
	22		4½	4					
	29		3½						
May	6		3½	3	7¼				
	13	25	4		9	7	70	17	15½
	20	25	4	3½	8	7	70	17	15½
	27	25	3¾	3	8	7	70	16	
June	5	25	3½	3	8	7	70	13½	12
	12	20	3½	3	7	6½	60	13½	12
	19	20	4½	4	9	7½	60	14½	13
	26	20	5½	5	8	7½	60	16	14
July	3	20	4½	3½	8½	8	55	16	14
	10	20	5	4½	8½	8	60	16	14
	17	20	4½	4	7½	7	65	15½	14
	24	20	3½	3	7	6½	65	14½	13
	31	20	3½	3	6½	6	65	14½	13
August	7	20	3		6½	6	65	14½	14
	14	20	2½	2	6	6	65	14	12
	21	20	3	2¾	7	6	60	12	11
	28	20	3½	3	7	6	60	13	12
September	4	20	4	3½	7½	7	60	15	14
	11	20	4	3½	7½	7	60	13½	12½
	18	20	3	2½	7	6½	60	13½	12
	25	20	3½	3	7	6½	60	16	14
October	2	20	3½	3½			60	15	13
	9	20	4½	4	8	7½	60	15½	15
	16	25	4½	4	8	7½	65	16½	15
	23	25	4½	4	8	7	70	17	15
	30	25	3½	3	7	6½	70	16	14
November	6	25	3		7	6½	70	16	14
	13	25	3½	3					

RATES OF FREIGHT BY THE COLLINGWOOD LINE IN 1858.

			TO COLLINGWOOD.				TO BOSTON.		TO MONTREAL.
			Flour per bbl.	Wheat per bushel.	Corn per bush.	Provisions per ton.	Flour per bbl.	Provisions per ton.	Flour per barrel.
April	1 to May	6	0 30	0 06	0 05	4 00	1 00	10 00	0 70
May	6 to June	5	0 25	0 05	0 04	4 00	0 90	10 00	0 70
June	5 to September	18	0 20	0 05	0 04	3 50	0 85	9 50	0 60
September	18 to October	2	0 20	0 05	0 04	4 00	0 90	10 00	0 60
October	2 to October	30	0 22	0 05	0 04	4 00	0 95	10 00	0 65

Few shipments were made during the summer months to New York. Provisions were carried at \$6 50 per ton of 2,000.

RAILROAD TARIFF FOR FREIGHTS IN 1858.

FROM.			TO DETROIT AND TOLEDO.					TO BUFEALO.					TO NEW YORK.					
			Flour.	Wheat.	Corn.	Beef and Pork.	Dressed Hogs.	Flour.	Wheat.	Corn.	Beef and Pork.	Dressed Hogs.	Live Stock.	Flour.	Wheat.	Corn.	Pork and Beef.	Dressed Hogs.
January	2 to January	9.....	55	28	28	28	50	75	40	40	40	80	.....	1 55	84	84	84	1 80
January	9 to February	21.....	55	28	28	28	50	75	40	40	40	70	.....	1 55	84	84	84	1 50
February	21 to April	3.....	55	25	25	25	.....	55	35	35	35	.....	50	1 20	70	70	70	1 50
April	3 to April	10.....	40	25	25	25	.....	45	35	35	35	.....	45	1 00	70	70	70	.....
April	10 to April	17.....	40	25	25	25	.....	45	35	35	35	.....	45	1 00	70	70	70	.....
April	17 to May	15.....	40	25	25	25	.....	40	35	35	35	.....	45	1 00	70	70	70	.....
May	15 to June	12.....	.....	.....	.....	.....	.....	35	25	25	25	.....	40	95	51	51	51	.....
June	12 to July	17.....	.....	.....	.....	.....	.....	35	25	25	25	.....	40	85	48 1/2	48 1/2	48 1/2	.....
July	17 to October	2.....	.....	.....	.....	.....	.....	35	30	30	30	.....	40	80	48 1/2	48 1/2	48 1/2	.....
October	2 to October	23.....	.....	.....	.....	.....	.....	.....	30	30	30	.....	48	.....	48 1/2	48 1/2	48 1/2	.....
October	23 to November	13.....	.....	.....	.....	.....	.....	.....	.....	80	80	.....	40	.....	.....	51	.....	.....
November	13 to November	27.....	.....	.....	.....	.....	.....	.....	.....	30	30	.....	40	.....	.....	55 1/2	.....	.....
November	27 to December	4.....	.....	.....	.....	.....	.....	.....	.....	30	30	.....	45	.....	.....	53 1/2	.....	.....
December	4 to December	18.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 05	.....	.....	.....	1 40
December	18 to December	25.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 20	.....	.....	.....	1 40

The following is taken from "Wells Commercial Express" of December 23d :

CHICAGO MARINE.

We give this week a list of the various craft which have plied between Chicago and other lake ports during the past season. It is not quite perfect, a piece of manuscript containing thirteen names having been lost or mislaid. The Marine of Chicago may, therefore, be represented by the following figures :

Steamers.....	6
Propellers.....	55
Barques.....	40
Brigs.....	71
Schooners.....	571
Sloops.....	5
Total	748

In this schedule we do not include the tugs and craft which are employed constantly in the river and harbor.

The number of vessels of all kinds at present engaged in the lake trade we ascertain from the registers of our marine insurance offices, to be 1,658. It will be seen, therefore, that a little less than one-half of the whole marine of the lakes is required to carry on the trade with Chicago. It will be interesting to continue these observations from year to year, and note the expansion of our commercial marine.

NAMES OF STEAMERS AND VESSELS WHICH HAVE RUN BETWEEN THIS AND OTHER PORTS THE PAST YEAR, WITH THE TONNAGE OF EACH.

Steamers.			
Arctic.	867	Fame,	428
Traveler,	603	Fontanelle,	370
Planet,	1153	Gibraltar,	386
Lady Elgin,	1032	Great West,	765
Huron,	348	Grace Greenwood,	877
Cleveland,	514	Hungarian,	365
		Indiana,	354
		Joseph Cochrane,	326
		Jesse Hoyt,	472
		John Sweeney,	418
Propellers.		Mary Stockton,	347
Adriatic,	663	Malta,	432
Acme,	762	Nucleus,	329
Buffalo,	639	Norman,	845
Buckeye,	366	Northern Light,	256
Bay State,	372	Northern Light,	360
Concord,	457	Republic,	392
Colonist,	330	Sarah A. Marsh,	340
C. Mears,	272	Sovereign of the Lak-s,	366
Chicago,	758	Sunshine,	516
Cuyahoga,	601	S. D. Woodruff,	.....
Dubuque,	384	Sonora,	368
Dacotah,	698	Tornado,	333
Evergreen City,	624	Water Witch,	430
F. W. Backus,	281	Waverly,	344
Free State,	768	Wm. Sturges,	364
Fountain City,	820		
Galena,	690		
Globe,	1223	Brigs.	
Hunter,	680	Algomah,	320
Iowa,	981	Acadia,	283
Indiana,	349	A. Mitchell,	280
J. Barber,	263	Banuer,	451
Kenosha,	645	Bay City,	424
Kentucky,	366	Baltimore,	193
LaCrosse,	384	Black Hawk,	384
Montezuma,	322	Commerce,	445
Missouri,	588	Castalia,	241
Montgomery,	879	Canopus,	386
Mohawk,	789	C. B. Blair,	212
Mendota,	704	Champlain,	270
Michigan,	352	Columbia,	177
Milwaukee,	616	Cumberland,	195
Mayflower,	623	C. I. Hutchinson,	341
Nile,	650	C. P. Williams,	434
Ontario,	76	E. W. Cross,	412
Ottawa,	315	Empire State,	396
Oriental,	950	Enterprise,	225
Ontonagon,	1,60	Fashion,	282
Ogontz,	343	F. B. Gardner,	460
Ogdensburg,	352	Fanny Gardner,	327
Prairie State,	352	Globe,	322
Plymouth,	846	Geneva,	240
Potomac,	818	Gen. Worth,	257
Portsmouth,	525	Greyhound,	367
Pittsburgh,	60	H. Bright,	.....
R. H. Foss,	257	H. R. Seymour,	246
Racine,	715	Helfenstein,	329
Sun,	649	Hampton,	238
St. Joseph,	.....	Samuel Hale,	293
Tonawanda,	822	Lowell,	256
Troy,	341	John Young,	198
Whitby,	361	J. H. Harmon,	275
Wisconsin,	352	R. H. Rae,	331
Wenona,	688	J. G. Desbler,	373
Young America,	353	John Rae,	268
		Mariner,	375
		Mahoning,	259
Barques.		Michigan,	.....
America,	347	Montezuma,	284
Allies,	379	Mechanic,	40
Arabia,	390	Mohegan,	248
Adriatic,	382	Missouri,	153
B. S. Shepard,	504	Mary,	247
B. A. Stanard,	603	New York,	303
Clayton,	381	N. M. Standart,	480
Churnbusco,	255	Orkney Lass,	378
Canada,	660	Ocean Eagle,	281
City of Ogdensburg,	348	Ontario,	123
Danube,	369	Potomac,	188
David Morris,	388	Powhattan,	234
DeSoto,	583		
E. B. Morgan,	310		
		Pilgrim,	242
		Portland,	250
		Roscius,	318
		Ramsay Crooks,	238
		Rio Grande,	276
		Robert Hollister,	273
		Robert Burns,	307
		Sir Charles Napier,	342
		S. F. Gale,	366
		St. Louis,	210
		Saxon,	285
		Shakspeare,	268
		Sultan,	267
		Susan A. Clark,	180
		Venice,	254
		Wm. Trent,	547
		Waurecan,	371
		W. Lewis,	315
		Young America,	346
		Schooners.	
		Almira,	76
		Arkansas,	239
		A. Shepard,	.....
		Andromeda,	207
		Adda,	273
		Arcturns,	412
		Alexander,	426
		Augustus Ford,	253
		A. Baensch,	148
		A. Medbery,	226
		A. Scott,	381
		Arctic,	257
		Antelope [Vicksburg]	89
		Ayr,	304
		A. E. Marsilliot,	129
		Anna Craig,	238
		Advance,	268
		Active,	127
		A. J. Rich,	374
		Arrow, [Erie]	281
		Acontias,	372
		Aldebaran,	308
		Alvin Clark,	218
		Africa,	254
		Arab,	204
		Anna C. Raynor,	362
		A. P. Dutton,	.....
		Altair,	413
		Albatross,	234
		Amelia, [Chicago]	343
		Antelope, [Chicago]	270
		Algerine,	381
		Abigail,	176
		Angusta,	351
		Athenian,	372
		Amelia, [Racine]	342
		Arabella,	86
		Autocrat,	345
		Ashtabula,	193
		A. Bradley,	251
		A. E. Hart,	455
		Augustus Handy,	342
		Anne Tuorine,	92
		Albany,	144
		Arrow, [Chicago]	72
		Alpha,	66
		Belle,	159
		Belle Sheridan,	256
		Bay Quinte,	155
		Baltic,	100
		Belle City,	168
		B. R. Lummis,	.....
		Buena Vista, [Sheboygan]	174
		B. Parsons,	364
		B. F. Wade,	173
		Belle Walbridge,	355
		Baltic, [Buffalo]	369
		Buena Vista, [Mil.]	222
		Big Z,	168
		Berlin,	260
		Bay State,	340
		Bonnie Deon,	348
		Blue Bell,	150
		Barbarian,	37
		Coral,	210
		C. North,	151
		Caroline A. Simpson,	220
		Charmer,	218
		Cascade,	335
		Columbia,	168
		Cygnat,	95
		Carrington,	276
		Cairo,	355
		Convoy,	367
		Curlew,	275
		Collingwood,	379
		Charlotte,	107
		Champion,	205
		Calcutta,	120
		Contest,	379
		Circassian,	366
		Col. A. B. Williams,	242
		Charles H. Walker,	373
		Curtis Mann,	396
		Colonel Shepard,	40
		C. Goodell,	.....
		Citizen,	149
		Calvin Snell,	277
		Cnyahoga,	322
		C. Reeve,	279
		C. B. Nichols,	.....
		Clifton,	165
		Caroline Marsh,	306
		Clyde,	307
		Col. Glover,	106
		Charles Sumner,	250
		Cuba,	295
		Caledonia,	130
		Comet,	478
		Cape Horn,	.....
		Corinthian,	368
		Correspondent,	294
		Challenge,	247
		C. Harrison,	.....
		Charley Hibbard,	210
		Cornelia,	359
		Carthagenia,	.....
		Col. H. S. Fairchild,	378
		Charles G. Griswold,	354
		Charles Y. Richmond,	229
		Clipper City,	180
		Denmark,	237
		Delos De Wolf,	407
		Die Vernon,	414
		Dispatch,	262
		Dane,	361
		Dan Tindall,	411
		D. O. Dickinson,	384
		Diomedea,	.....
		Dardanelles,	308
		Dreadnought,	412
		Draughtless,	438
		Darien,	298
		Dan Marble,	214
		D. R. Holt,	45
		Evelyn,	54
		Ethan Allen,	339
		Energy,	302
		Eureka,	216
		Eclipse,	230
		Experiment,	51
		Echo,	253
		Excelsior,	247
		E. L. Baker,	.....
		E. Henderson,	118
		Eliza Logan,	369
		Eagle Wing,	358
		E. C. Roberts,	391
		Emma,	16

E. S. Adams,	407	H. H. Brown,	257	Laurel,	82	Orion,	863
E. C. L.,	360	H. L. Whitman,	295	Live Yankee,	260	Odin,	173
Elbe,	87	Heligoland,	.....	Lady Jane,	147	Ocean,	122
Essex,	263	Hard Times,	.....	Lady of the Lakes,	317	Oliver Culver,	392
Exchange,	375	H. N. Farnham,	302	Lone Star,	388	Powhattan,	.....
Eli Bates,	365	Hamlet,	201	L. M. Mason,	340	Plover,	880
Evelin Bates,	324	H. C. Winslow,	362	Little Gem,	.....	Perseverance,	294
E. S. J. Bemis,	294	Hirondale,	90	L. B. Crocker,	284	Plymouth Rock,	244
E. Cramer,	160	Hugh Barclay,	889	Lizzie Throop,	123	Petrel,	106
E. G. Gray,	166	Helen Kent,	140	Liberty,	.....	Patrick Henry,	230
E. M. Shoyer,	156	H. N. Gates,	168	Millard Fillmore,	385	Pacific [Racine]	111
Eleanor,	278	Harriet Ann,	115	Maria F. Johnson,	267	Preble,	217
Enterprise,	296	Hurricane,	381	Mary Collins,	360	Prairie State,	.....
Ellen Pike,	76	Huntress,	354	M. McNair,	226	Paramelee,	.....
El Tempo,	813	H. Rand,	136	Montezuma,	278	Pilgrim [Chicago]	228
Flora Watson,	296	Hannah Sellma,	77	Messenger,	858	Poland,	234
Flying Cloud [Clayton],	369	Honest John,	117	Monteagle,	305	Pauline,	210
Free Democrat,	54	International,	389	Milwaukee Belle,	368	Pbalarope,	371
Fred Hill,	268	Illinois [Chicago],	110	M. S. Scott,	358	Pilgrim,	228
Fairfield,	228	Industry,	92	Mary Ann Rankin,	126	Pacific [Chicago]	462
Fremont,	288	Ithaca,	200	Middlesex,	396	Persia,	130
Freeman,	190	Island,	.....	Magrietta,	108	Pine Forest,	183
Flight,	249	Imperial,	437	Mars,	.....	Pioneer,	88
Freedom,	52	Illinois,	120	Miranda,	218	P. Hayden,	167
Florence,	120	Island Queen,	257	Merrimac,	269	Peoria,	226
Fox,	405	Ironsides,	332	Melrose,	267	Palmetto,	240
France,	.....	J. S. Harvey,	299	Manitowoc,	.....	Persian,	345
Fashion,	226	Jane Louisa,	131	Major Kirby,	96	Pilot [Ashtabula]	180
Forester,	107	James Christie,	160	Mary Morton,	264	Parakee	.....
Fulton,	860	Jessie,	.....	Maple Leaf,	299	Queen City,	368
Forfar,	170	John Weeden,	296	Massillon,	397	Queen of the Lakes,	337
Fish Hawk,	35	Josephine Lawrence,	110	Morning Light,	331	Queen of the West,	292
Falcon,	179	John S. Reid,	188	Miami Belle,	372	Quickstep,	255
Farmer,	102	James Navah,	.....	Monticello,	380	Racer,	377
Frances,	120	J. G. Beard,	236	Mary (Chicago),	94	Ruby,	116
Fisher,	95	J. L. Ross,	.....	Mazeppa,	391	Return,	848
Fanny and Floy,	143	J. S. Wallace,	97	Mermaid,	200	Richard Mott,	297
Freemason,	.....	Josephine Dresden,	116	M. Ballard,	288	Rover,	.....
George Davis,	239	J. C. Riggs,	171	M. G. Bonested,	105	Republican,	334
Gerrit Smith,	887	J. & A. Stronach,	149	Main,	194	Raleigh,	212
Gen. W. Scott,	255	J. Harbridge,	159	Muskegon,	109	Rapid,	261
G. L. Newman,	812	J. Hibbard,	95	Monsoon,	190	Roman,	207
Grapeshot,	369	Jupiter [St. Jo]	.....	Miami,	382	Runner,	.....
Gazelle,	103	J. P. Kirtland,	.....	Mt. Vernon (Chicago),	225	Rocket,	478
George F. Foster,	123	J. F. Tracey,	203	Matt Root,	387	Rainbow,	342
Gamecock,	255	J. M. Jones,	156	Mary (Port Huron),	212	Racine,	237
Genoa,	193	J. Oades,	143	Metropolis,	859	Reciprocity,	315
Globe,	50	Josephine,	388	Meridian,	244	Roanoke,	161
G. Worthington,	350	J. H. Tiffany,	367	Magic,	100	Resolute,	339
George Thurston,	394	Juniette Patten,	260	Marshfield,	282	Rival,	331
Granada,	307	J. Fretter,	97	Marquette,	283	R. Campbell,	223
Gertrude [Manitowoc],	98	Japan,	248	Mary B. Hale,	360	Russel Dart,	297
George Steel,	350	Johnson, C. N.,	.....	M. Courtright,	389	Rose Douman,	133
G. D. Dousman,	369	J. S. Newhouse,	373	Mark H. Sibley,	250	R. G. Winslow,	499
Gem [white]	85	John Lillie,	.....	Mary M. Scott,	342	Rambler,	130
Guide,	168	John L. Gross,	352	Mariner,	159	St. Helena,	297
G. L. Able,	.....	Joseph Grant,	398	Minnesota,	216	Sir William Wallace,	44
Grey Eagle,	380	John H. Drake,	350	Mary (St. Jo.),	94	S. J. Holley,	265
Gulleima,	167	John Thurey,	360	Mt. Vernon [Newark],	.....	St. James,	302
Grand Turk,	.....	Jupiter [Buffalo],	372	Magnet,	100	Sweepstakes,	457
Garden City,	329	J. E. Sutherland,	98	Muskingum,	382	S. Robinson,	312
Geraldine,	303	Jo Vilas,	218	Midnight,	382	Summit,	318
Gertrude [Detroit],	369	Kewaxcum,	107	Nicaragua,	813	St. Paul,	303
George W. Holt,	381	Kenosha,	377	Northern Belle,	357	Sophia,	.....
G. R. Roberts,	119	Ketchum,	208	Norwegian,	390	St. Albans,	364
Gold Hunter,	386	Kitty Grant,	85	Nightingale,	423	Smith,	.....
G. C. Drew,	130	Kate L. Bruce,	310	North Star,	269	Susquehana,	270
Gem [black],	306	Kate Robinson,	310	N. P. Goodel,	252	S. G. Beemis,	.....
Gipsy,	181	Kossuth,	213	Nonpareil,	305	Sirius,	256
Gesine,	119	Kate Richmond,	328	Napoleon,	149	San Jacinto,	367
Grace Murray,	354	Lookout,	314	New Hampshire,	99	Stella,	177
Harriet Ross,	223	Lncy Raab,	257	North Carolina,	141	Senvenier,	70
Home,	.....	Little Belle,	158	New London,	339	Susan Clark,	180
Hero,	80	Lenoir,	.....	Norway,	236	Syracuse,	301
Home [Chicago],	127	Lamplighter,	290	Osprey,	247	Sea Lark,	.....
Henry Norton,	153	L. B. Shepard,	839	Ontario,	237	Star of Hope,	368
H. E. Mussey,	284	Leader,	199	Ostrich,	260	Sarah Hibbert,	243
H. Spencer,	125	Lavinia,	338	Octavia,	365	S. H. Lathrop,	857
Harvest [Clev.],	306	Louis,	167	Onward,	138	Sea Witch,	100
Harvest [Sheboygan],	.....	Levant,	299	Ocean Wave,	342	Sea Bird,	381
Henry Hagar,	238	Lncy J. Latham,	219	Oriole,	308	Shickluna,	240
Hamilton,	205	Live Oak,	.....	.....	403	St. Andrew,	260

Shook,	361	Tricolor,	48	Union [Chicago]	75	Wm. Aldrich,	137
Spartan,	92	Titan,	366	Uncle Tom,	296	W. S. Nelson,	378
Saranac,	38	Torrent,	411	Vermillion,		Wm. H. Hinsdale,	50
Storm King,	375	Tuscola,	233	Venus,	79	Wm. Jones,	210
Seventy-Six,	.....	Telegraph [G. H.]	102	Valerin,	341	Wollin,	47
Sophia Smith,	366	Telegraph, [Con.]	276	Vanguard,	392	White Squall,	315
Surprise,	294	Tempest, (Mil.)	209	White Cloud,	272	Wm. Fisk,	401
Sasco,	390	Tartar,	252	Wellington,	298	Walrus,	377
Speed,	146	T. Baker,	294	Wyoming,	221	Welland,	191
Sea Star,	120	Tom Dyer,	293	Wyandotte,	452	Wm. G. Grant,	356
Storm Spirit,	223	Theresa,	327	Wild Rover,	290	Wm. H. Sanderson,	385
St. Mary's	268	Three Sisters,	275	Warren,	115	Wm. H. Craig,	390
St. Lawrence,	134	Traveler, [Detroit]	266	William Tell,	97	York State,	383
S. G. Andrews,	251	Toledo,	85	Wm. Foster,	.....	Yankee Blade,	350
S. Bates,	173	Transport,	205	Wayne,	80	Yorktown,	371
Sir E. W. Head,	338	T. P. Handy,	234	Wave,		Zenobia,	367
S. B. Pomeroy,	531	Two Charlies,	119	Wm. F. Allen, jr.	385	Zadock Pratt,	370
Sandusky,	70	Twin Brothers,	283	W. H. Willard,	168		
Scotland,	187	Thos. Kingsford,	375	Wm. B. Ogden,	358	Sloops.	
Storm,	54	T. Y. Avery,	350	Wm. Case,	378	Erie,	63
Shanghai,	187	Tracy, J. Bronson,	381	Wm. H. DeWitt,	248	Savannah,	30
Starlight,	404	Traveler, [Manitowoc]	182	Wings of the Morning.	340	Traveler,	.....
Tarrynot,	255	Transit,	121	Wings of the Wind,	370	Wunx,	41
Tempest, [Chicago]	56	Three Bells,	305	Whirlwind,	167	Planet,	198
Thornton,	355	Union [Racine]	377				

VESSELS LAID UP IN CHICAGO, WITH THEIR TONNAGE.

Steamers.		Three Mast Sch'n'r's.		Brigs.		Tugs.		Barques.	
Archimedes, tug		Berlin,	260	Amelia,	343	Geo. W. Holt,	318	Allies,	379
Arctic,	867	Col. H. S. Fairchild,	873	Augusta,	351	Gem,	306	America,	807
Cleveland,	514	E. S. Adams,	407	Autocrat	345	Grace Murray,	354	B. A. Standard,	603
Huron,	348	Essex,	263	A. E. Hart,	455	Gertrude,	369	B. S. Shepard,	509
Lady Elgin,	1037	E. C. L.,	360	Altair,	413	Grapeshot,	369	City of Ogdensburgh,	340
Planet,	1,153	Geraldine,	303	Arrow,	281	Gipsev.	181	David Morris,	983
Traveler,	603	Lady of the Lake,	317	Albatross,	234	Harriet Ross,	229	Danube,	369
		Marquette,	283	A. Bradley,	251	Helen Kent,	144	E. B. Morgan,	310
		Massillon,	297	Anna Thorne,	92	H. Rand,	136	Fontainelle,	370
		Octavia,	138	Ashtabula,	133	Huntress,	354	Grace Greenwood.	377
		Oliver Culver,	392	Augustus Handy,	342	Hero,	80	Gibraltar,	386
		Ocean Wave,	308	Algerine,	381	Hugh Barclay,	389	Hungarian,	363
		Pacific,	462	Abigail,	176	H. N. Gates,	168	Indiana,	354
		R. G. Winslow,	499	Barbarian,	351	Ironsides,	332	Norman,	345
		S. B. Pomeroy,	531	Blue Bell,	150	John Thursby,	360	Republic,	392
		Sir E. W. Head,	338	Bonnie Doon,	348	J. E. Sutherland,	98	Sarah A. Marsh,	340
				Bay State,	340	Japan,	245	Waverly,	344
				Curlew,	275	John L. Gross,	352	William Sturgess,	364
				Convoy,	369	James Grant,	398		
				Cairo,	355	J. S. Harvey,	299		
				Circassian,	366	John Weeden,	296		
				Collingwood,	379	John S. Wallace	97		
				Carrington,	276	J. S. Newhouse	873		
				C. G. Griswold,	354	J. H. Drake	350		
				Charlotte,	107	Jupiter	372		
				Carthagenia,		Island Queen	257		
				Calcutta,	120	J. H. Tiffany	367		
				Charley Hibbard,	210	Kate L. Bruce	310		
				Champion,	205	Kenosha	377		
				Col. Johnson,	375	Live Yankee	260		
				Contest,	379	L. B. Crocker	284		
				Cornelia,	359	Lone Star	383		
				Denmark,	237	Lady Jane	147		
				Dan Marble,	214	Live Oak	249		
				M. Ballard,	298	L. M. Mason	340		
				Darien,	298	Lucy J. Latham	299		
				Dauntless,	438	Lizzie Throop	123		
				Eleanor,	278	Metropolis	359		
				E. M. Sheyer,	156	Magic	100		
				E. G. Gray,	166	M. Courtwright	389		
				Enterprise,	296	Mark H. Sibley	250		
				Evelyn Bates,	324	Monsoon	190		
				Exchange,	375	Matt Root	387		
				E. Cramer,	160	Minnesota	216		
				E. S. J. Bemis,	294	Mary	94		
				Elbe,	87	Muskingum	382		
				Ellen Piko,	76	Miami	382		
				Eli Bates,	365	Marshfield	282		
				Fulton,	360	Mount Vernon	225		
				Fisher,	95	M. G. Bonesteel	105		
				Forfar,	123	Magnet	100		
				Fish Hawk,	255	Moselle,	331		
				Geo. F. Foster,	103	Mariner,	159		
				Gamecock,					
				Gazelle,					

Mary M. Scott,	342	Queen of the Lakes,	337	Speed,	146	Warren,	113
Maine,	194	Rival,	831	S. Bates,	173	Wyoming,	221
Mary,	212	Reciprocity,	315	St. Mary,	268	W. S. Nelson,	378
New London,	339	Roanoke,	161	S. G. Andrews,	256		
North Carolina,	141	Resolute,	339	Sophia Smith,	366	Scows,	
New Hampshire,	99	Russell Dart,	297	Thornton,	355	Antelope,	270
Oriole,	403	R. Campbell,	233	Tarrynot,	265	Amelia,	—
Onward,	342	Racine,	237	T. Y. Avery,	350	Cygnnet,	95
Orion,	368	Storm King,	375	Telegraph,	102	D. R. Holt,	45
Odin,	173	St. Lawrence,	134	Tracy J. Bronson,	381	Genoa,	193
Pilot,	180	Scotland,	187	Torrent,	411	G. C. Drew,	130
Persian,	345	Sasco,	390	Tempest,	209	Hannah Selima,	71
P. Hayden,	167	Surprise,	294	Titian,	366	Harriet Ann,	115
Persia,	130	Saranac,	38	Valeria,	341	Kewaxcum,	107
Phalarope,	371	Spartan,	92	Wild Rover,	290	Sea Star,	120
Palmetto,	340	Shook,	361	Wyandotte,	452	Tempest,	56
Peoria,	226	St. Andrew	260	White Cloud,	272	William Tell,	97
Queen City,	368	Storm Spirit,	223	Wellington,	298		

ILLINOIS AND MICHIGAN CANAL.

We are indebted to Andrew C. Butler, Esq., of the Canal Office, for the following statistics:

CANAL STATISTICS FOR 1858.

	Amount of Tolls.	Canal Opened.	Canal Closed.		Amount of Tolls.	Canal Opened.	Canal Closed.
1854.....	\$89,375 84	March 15	December 2	1857.....	\$106,352 48	May 1	Nov. 20
1855.....	93,873 93	April 3	" 12	1858.....	95,183 67	April 1	" 25
1856.....	76,184 91	" 8	" 4				

RECEIPTS OF A FEW OF THE PRINCIPAL ARTICLES.

	1854.	1855.	1856.	1857.	1858.
Flour, bbls.....	17,621	13,312	10,597	12,931	57,706
Pork ".....	20,854	6,753	5,494	2,787	2,118
Barley, bus.....	641	204	634	2,692	7,165
Corn, ".....	4,472,505	3,712,098	5,378,834	4,122,605	4,728,693
Oats, ".....	1,659,918	1,021,846	671,988	366,739	368,312
Rye, ".....	5,129	5,139	5,681	2,213	9,372
Wheat, ".....	278,257	924,723	830,503	885,531	919,754
Bacon, lbs.....	2,050,399	170,565	660,086	301,758	374,043
Coal, ".....	3,676,800	9,560,010	7,796,838	13,271,602	6,727,500
Hams, ".....	2,584,927	1,505,043	1,094,717	1,093,440	665,038
Seeds, ".....	924,924	218,220	520,023	162,751	758,264
Lard, ".....	2,877,121	438,472	797,827	32,700	589,445
Molasses, lbs.....	2,392,208	2,233,720	1,192,825	465,850	364,260
Sugar, lbs.....	11,303,547	5,486,276	1,204,253	1,714,961	778,858
White Lead, lbs.....	234,117	317,270	167,538	425,012	88,924

SHIPMENTS OF A FEW OF THE PRINCIPAL ARTICLES.

	1854.	1855.	1856.	1857.	1858.
Salt, bbls.....	6,722	25,891	14,371	11,578	19,476
Lath, ps.....	14,082,875	15,013,100	11,874,966	14,118,875	15,901,500
Shingles, ps.....	52,932,681	41,251,250	23,355,250	20,131,250	51,507,750
Lumber, ft.....	57,268,856	73,665,938	68,742,848	78,328,982	78,556,563
Siding, ".....	9,199,488	7,164,558	5,460,584	4,923,584	4,070,149

WEIGHT OF THE FOLLOWING ARTICLES, AS ESTABLISHED BY LAW:

Shelled Corn.....	56 lbs	Blue Grass Seed.....	14 lbs
Corn in the Ear.....	70 "	Buckwheat.....	52 "
Wheat.....	60 "	Dried Peaches.....	33 "
Rye.....	56 "	Dried Apples.....	24 "
Oats.....	39 "	Onions.....	57 "
Barley.....	48 "	Salt.....	50 "
Irish Potatoes.....	60 "	Stone Coal.....	80 "
Sweet Potatoes.....	55 "	Malt.....	38 "
White Beans.....	60 "	Bran.....	20 "
Castor Beans.....	46 "	Turnips.....	55 "
Clover Seed.....	60 "	Hair [plastering].....	8 "
Timothy Seed.....	45 "	Unslacked Lime.....	80 "
Flax Seed.....	56 "	Corn Meal.....	48 "
Hemp Seed.....	44 "	Fine Salt.....	55 "

CONCLUSION.

It was not intended, in giving the foregoing report, to boast of our trade, but simply to give correct figures, showing our business for the past year; but as it seems not to be generally known that our grain trade exceeds that of any other Western city, we give the following for the benefit of those not aware of the fact.

Like Cincinnati, we have an objection to draw comparisons between this and other Western cities, and only do so now as she has thrown the gauntlet.

The last annual statement by the Chamber of Commerce, dated August 31, 1858, of "The Trade and Commerce of Cincinnati," gives the following as the imports of that city for the year then ended:

	Bush.
Barley.....	400,967
Corn.....	1,090,236
Oats.....	598,950
Rye.....	64,358
Wheat.....	1,211,548
Flour (reduced to Wheat).....	3,166,590
Grain in Pork.....	23,571,185
Grain in Whisky.....	7,978,000
Total.....	38,081,829

As they remark in that statement, "Chicago has the reputation, and justly so," of being a great mart of agricultural produce. Chicago also has the reputation (and justly so), which she has enjoyed for years, of being the largest primary grain market in the world. It is easy to demonstrate, by taking the same ingenious method of reducing hogs and whisky to grain which is taken by Cincinnati, that we outstrip even that city in our imports. It must be somewhat humiliating to our sister city, when striving, by exaggerated statements and incorrect comparisons, to sustain her former pre-eminence as an agricultural city, to see her rival of only a few years growth far outstretching her in receipts of the products of the soil; yet we do not consider it anything to boast of, when we take into consideration the natural advantages of the two States of which Cincinnati and Chicago are the acknowledged commercial emporiums, and the relative locations of the cities themselves.

It must be expected that Ohio, although at least thirty years older in settlement, must make slow progress, compared with Illinois, in increasing her agricultural products, when the difficulties in making farms in heavy timbered countries are taken into consideration, while Cincinnati, from her position, commands the trade of a small extent of country, compared with Chicago. Nature has done everything that is necessary for Illinois to make her "excelsior" as an agricultural domain, while Chicago, from her position, and connections by lake, canal and railroads, commands the trade of an extent of country controlled by no other city, and nowhere surpassed by the richness of its soil.

Below we give imports for 1858, after the Cincinnati plan :

Flour (reduced to Wheat).....	Bush.	2,610,685
Wheat	9,639,614	
Corn.....	8,252,641	
Oats	2,313,597	
Rye.....	71,012	
Barley	412,812	
Grain in Highwines Received.....	490,105	
Grain in Pork—109,506,800 lbs.....	19,554,786	
Hogs driven (not included in the above).....	357,125	
("Now, it is stated, upon the best authority," that it takes 12 bushels of corn to make 100 lbs. of beef, taking our cattle from the time they were calves until they are fit for "Chicago Mess Beef.")		
We have received by Railroad.....	119,534	
Driven to Chicago.....	21,000	
Total number received.....	140,534	
Calculating these at 500 lbs. each (which is a small average), they would give in Grain	8,432,040	
Total No. of bushels.....	52,135,417	
Claimed by Cincinnati.....	38,081,829	
Excess in favor of Chicago—bushels.....	14,053,588	

As Cincinnati and St. Louis both claim pre-eminence in the grain trade of the West, a comparative statement of receipts at those cities and Chicago, after the *correct method*, may be interesting :

RECEIPTS OF GRAIN AT CINCINNATI, ST. LOUIS AND CHICAGO IN 1858.

CINCINNATI.		ST. LOUIS.		CHICAGO.	
Flour (reduced to Wheat).....	3,166,590	Flour (reduced to Wheat).....	1,861,196	Flour (rednced to Wheat)...	2,610,685
Wheat	1,211,543	Wheat	3,835,759	Wheat	9,639,614
Corn.....	1,090,236	Corn	900,000	Corn	8,252,641
Oats.....	588,950	Oats	1,690,562	Oats	2,313,597
Rye.....	64,358	Rye	46,198	Rye.....	71,012
Barley	400,967	Barley.....	406,000	Barley	412,812
	6,582,644		8,789,715		23,301,361
Chicago over Cincinnati and St. Louis combined.....				8,029,002	

LIST OF MEMBERS.

NAMES OF MEMBERS.	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Aiken E.....	Aiken & Norton.....	Bankers.....	48 S. Clark st.
Alexander T. W.....	T. W. Alexander & Co.....	Produce Commission Merchant.....	182½ S. Water st.
Armour George.....	Munger & Armour.....	Grain Elevator.....	Foot Franklin st.
Atwater S. T.....	S. T. Atwater.....	Insurance Agent.....	S. Water, cor Clark st.
Adams J. Q.....	B. Adams & Co.....	Millers.....	180 N. Water st.
Adams G. P.....	B. Adams & Co.....	Millers.....	180 N. Water st.
Anderson P.....	P. Anderson.....	Commission Merchant.....	Cor. La Salle and S. Water sts.
Adsit J. M.....	J. M. Adsit.....	Banker.....	89 S. Clark st.
Armstrong John.....	John Armstrong.....	Produce and Com. Merchant.....	297 N. Water st.
Ackley Benjamin.....	B. Ackley.....	Coal Dealer.....	W. Water, bet Randolph and Wash.
Avery T. M.....	T. M. Avery & Co.....	Lumber Dealer.....	Cor. Canal and S. Water sts.
Adams B.....	B. Adams & Co.....	Millers.....	180 N. Water st.
Ash J. N.....	J. N. Ash.....	Produce and Com. Merchant.....	S. Water, cor. Clark st.
Akers W. B.....	Akers & Beers.....	Produce Commission Merchants.....	115 Kinzie st.
Ball P. H.....	Ball & Griffin.....	Produce Commission Merchants.....	S. W. cor. Clark st.
Brine William.....	William Brine.....	Produce Broker.....	S. W. cor. La Salle st.
Beebe T. H.....	Thomas H. Beebe.....	Lumber Dealer.....	Ogden's Slip, Archer road.
Bruce E. A.....	E. A. Bruce.....	Produce Commission Merchant.....	158 S. Water st.
Baker P.....	P. Baker.....	Produce Broker.....	6 Hilliards block.
Burrell Isaac.....	Isaac Burrell.....	Produce Commission Merchant.....	62 Lake st.
Burton H.....	Horace Burton.....	Produce Commission Merchant.....	N. Jefferson, cor Owen st.
Butler S. H.....	S. H. Butler.....	Produce Commission Merchant.....	S. Water, cor Clark st.
Brayton H. A.....	H. A. Brayton.....	Produce and Provision Broker.....	S. Water, cor Clark st.
Buckingham F. W.....	F. W. Buckingham.....	Grain Dealer.....	156 Lake st.
Brodie J.....	John Brodie & Co.....	Broker.....	13 La Salle st.
Barnes C. H.....	Woods & Barnes.....	Produce Commission Merchants.....	261 Kinzie st.
Brown J. E.....	J. E. Brown.....	Grain Dealer.....	S. Water, cor Clark st.
Brown W. W.....	W. W. Brown.....	Produce Commission Merchant.....	131 N. Water st.
Brainard W. N.....	W. N. Brainard.....	Produce Commission Merchant.....	10 S. Clark st.
Beers J. M.....	J. M. Beers.....	Produce Commission Merchant.....	211 Kinzie st.
Butterfield P.....	At J. J. Richards.....	Produce Broker.....	S. Water, cor. Clark st.
Bacon M. S.....	H. Bacon & Co.....	Produce Commission Merchants.....	163 Kinzie st.
Burt A. S.....	Burt & Higgins.....	Produce Commission Merchants.....	33 N. Dearborn st.
Briggs C.....	Ewing, Briggs & Co.....	Wholesale Grocers.....	16 River st.
Bunker Jr., C.....	Culver & Bunker.....	Produce and Com. Merchants.....	158 S. Water st.
Blatchford E. W.....	Collins & Blatchford.....	Lead Pipe, Sheet & Bar Lead Works.....	N. Clinton, cor. Fulton st.
Buel David.....	Dickinson, Park & Buel.....	Produce Commission Merchants.....	156 S. Water st.

Butters W. A.....	W. A. Butters & Co.....	Auction and Com. Merchants.....	76 S. Dearborn st.
Bogne O. A.....	O. A. & H. B. Bogue	Produce Commission Merchants....	Foot S. Water st.
Bush G. A.....	G. A. Bush	Lumber Dealers.....	1 Kinzie st.
Bates Eli.....	C. Mears & Co.....	Grain Dealers.....	90 S. Water st.
Bronson T. J.....	Walker, Bronson & Cole.....	Wholesale Hardware Merchants....	176 Lake st.
Barber F. E.....	F. E. Barber	Lumber Dealers.....	Cor. Twelfth and Lumber sts.
Blair William	William Blair & Co.....	Produce Commission Merchants....	21 W. Randolph st.
Barton C. R.....	Howard & Barton.....	Prod., Com. and Forw'ding Mer....	Foot N. La Salle st.
Bottsford H.....	Everest & Bottsford.....	Produce Commission Merchants....	158 S. Water st.
Clary Stephen.....	Mather & Co.....	Produce Commission Merchants....	230 Kinzie st.
Culver B. F.....	Culver & Bunker.....	Produce Commission Merchant....	163 Kinzie st.
Catlin J. S.....	J. S. Catlin & Co.....	Distiller.....	Douglas av., cor Palo Alto st.
Coe W. V.....	W. V. Coe.....	Produce and Com. Merchants.....	158 S. Water st.
Culver Robert.....	Robert Culver.....	Agent American Transp. Co.....	S. Market, cor Madison st.
Curtiss C. H.....	Charles H. Curtiss.....	Produce Commission Merchants....	36 State st.
Culver C. E.....	Charles E. Culver	Produce Commission Merchant....	Cor. S. Water and Clark st.
Chase C. E.....	C. E. Chase.....	Cashier Marine Bank.....	Lake, cor. La Salle st.
Cole E. W.....	Agent A. & M. J. Sherwood.....	Produce Commission Merchants....	S. Water, cor. Clark.
Champlin J. W.....	J. W. Champlin.....	Distiller.....	Office, S. Water, cor. Clark.
Cook J. B.....	J. B. Cook.....	Produce Commission Merchants....	22 S. Market st.
Carver B. F.....	B. F. Carver.....	Produce and ".....	S. W. cor Clark st.
Carter S. B.....	S. B. Carter.....	" " ".....	S. W. cor Clark st.
Crosby U. H.....	U. H. Crosby.....	" " ".....	186 Kinzie st.
Chamberlain B. L.....	Geo. W. Perkins & Co.....	Flour and Produce.....	147 S. Water st.
Cobb E. W.....	E. W. Cobb.....	Commission Merchant.....	212 S. Water st.
Collins G. E.....	G. E. Collins.....	Produce ".....	Office at Samuel Howe's.
Curtiss Jacob S.....	J. S. Curtiss.....	Produce, Commission & Forwarding	S. Water, cor. S. La Salle st.
Clapp C. W.....	C. W. Clapp.....	" " ".....	S. Water, cor. S. La Salle st.
Crosby L. B.....	L. B. Crosby.....	Produce Commission Merchant....	S. Water, foot State st.
Chadbourne A. S.....	How & Chadbourne	" " ".....	158 S. Water st.
Cheasboro J. W.....	J. W. Cheasboro.....	Produce ".....	158 S. Water st.
Chapin John P.....	Chapin, Hurlbut & Co.....	Coal and Wood Dealer.....	156 S. Water st.
Campbell L. C.....	" " ".....	Millers.....	Madison, near Market.
Dallaba J. E.....	D. Howard Smith & Co.....	Marine Inspector & Com. Merch't	147 S. Water.
Dole C. S.....	C. S. Dole & Co.....	Produce Commission Merchants....	Cor. S. Water and Clark st.
Dole Jas. H.....	" " ".....		156 S. Water st.
Dickinson A. F.....	Dickinson, Parke & Buel		
Dickinson E.....	C. Dickinson & Co.....		
Dinsmore E. W.....	E. W. Densmore & Co.....		
Davidson B. F.....	B. F. Davidson.....		
Dow A.....	Dow, Hurd & Co.....		

List of MEMBERS.—Continued.

NAMES OF MEMBERS.	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Davis C. J.	Davis, Pope & Co.	Produce Commission Merchant	172 N. Water st.
Dickinson A. P.	A. P. Dickinson	Brewer	Cass, cor. Michigan st.
Dickinson G. D.	Dickinson & Cole	Produce Commission Merchants	161 S. Water st.
Durand J. M.	Durand, Bros., & Powers	Wholesale Grocers	22 River st.
Dickinson D. O.	D. O. Dickinson	Produce Dealer	S. Water, cor. Clark st.
Drew G. C.	Drew & Goodrich	Produce Commission Merchant	6 and 8 River st.
Davidson J. N.	S. M. Moore & Co.	"	161 Kinzie st.
Drake John	Gage, Bro., & Drake	Tremont House	Cor. Lake and Dearborn st.
Dore J. C.	T. Merrell & Co.	Lumber Dealers	394 S. Wells st.
Dwen J. G.	J. G. Dwen	Produce and Commission Merchant	
Eckley Geo. R.	Eckley, Morse & Co.	Produce Commission Merchant	158 S. Water st.
Everest E. F.	E. F. Everest	"	13 S. Dearborn st.
Eagan Wm. M.	Wm. M. Egan	Vessel Agent	10 S. Clark st.
Elkin H. K.	Holbrook, Elkin & Co.	Lumber Dealers	S. Clark, cor. North st
Eldred Elisha	Eldred & Balcom	"	540 S. Clark st.
Epps Chas. L.	Chas. L. Epps & Co.	Produce Commission Merchants	225 Kinzie st.
Fish A. W.	Fish & Lester	Produce Commission Merchants	12 S. Dearborn st.
Fish S. H.	Fish & Avery	Produce Commission Merchant	12 S. Dearborn st.
Ford S. A.	S. A. Ford & Co.	Produce Commission Merchant	12 S. Market st.
Fay A. R.	Fay & Co.	Produce Commission Merchant	14 S. Clark st.
Fairbanks N. K.	N. K. Fairbanks	Grain Dealers	158 S. Water st.
Finley J. W.	Finley & Turpin	Produce Commission Merchants	242 S. Water st.
Fabian R. L.	R. L. Fabian	Produce Commission Merchant	S. Water, cor. Clark st.
Fisher J. K.	J. K. Fisher	Produce and Provision Broker	Cor. Lake and State st.
Farwell John V.	Cooley, Farwell & Co.	Wholesale Dry Goods Dealer	42, 44, and 46 Wabash av.
Flanders Geo. W.	Flanders, McKindley & Co.	Wholesale Grocers	79 S. Water st.
Forsyth James	Stearns, Briggs & Forsyth	Wholesale Grocers	185 S. Water st.
Fox Watson A.	W. A. Fox & Co.	Vessel Agents	
Flint T. J. S.	Flint & Wheeler	R. I. Grain Elevator	Office, 22 La Salle st.
Gibbs George A.	Gibbs, Griffin & Co.	Grain Elevator W. H.	Foot N. Franklin st.
Gill R. T.	R. T. Gill	Produce and Commission Merchant	280 S. Water st.
Griffin E. W.	Gibbs, Griffin & Co.	Grain Elevator W. H.	Foot N. Franklin st.
Gillespie W. W. C.	W. W. C. Gillespie	Commission Merchant	S. Water, cor. La Salle st.
Green J. H.	Walker & Green	Produce & Commission Merchant	158 S. Water st.
Gibson George H.	Gibson & Caryl	Insurance Agents	Cor. Clark and S. Water st.
Goodrich A. E.	A. E. Goodrich & Co.	Alcohol & P. Spirits Manufact's	154 and 156 S. Water st.

Grafton W. R.	Grafton & Hall	Produce Commission Merchants	132½ S. Water st.
Gates James L.	Pitkin & Co.	Clothing Merchants	128 S. Water st.
Gale J. H.	J. H. Gale & Co.	Produce Commission Merchants	212 Kinzie st.
Gray Chas. W.	Clerk	J. S. Newhouse	194 S. Water st.
Goings Chas.	Charles Goings	Produce Merchant	S. Water, cor. Clark st.
Gilbert John	John Gilbert	Produce Commission Merchant	156 S. Water.
Griffin E. F.	Ball & Griffin	Produce Commission Merchants	S. Water, cor. Clark.
Goodyear C. B.	C. B. Goodyear	Produce Commission Merchant	14 S. Clark st.
George James	Clerk H. A. Pitts	Threshing Machine Manufacturer	1 S. Jefferson st.
Geudtner F.	Ulrichs & Geudtner	Banking, Exchange & Com. Mer.	57 S. Clark st.
Hale Thomas	Thomas Hale	Prod. Com. and Forw'ding Mer.	2 N. Wells st.
Hempstead E.	E. Hempstead	Wholesale Grocer	71 S. Water st.
How Geo. M.	How & Chadbourne	Produce Commission Merchants	212 S. Water st.
Hea William	William Hea	Prod. and Com. and Vessel Agent	S. Water, cor. La Salle st.
Humphrey J. E.	J. E. Humphrey & Co.	Produce Commission Merchants	156 S. Water st.
Higgins G. W.	Burt & Higgins	Produce Commission Merchants	33 N. Dearborn st.
Hough O. S.	R. M. & O. S. Hough	Peef and Pork Packers	Office, 6 S. Dearborn st.
Hibbard R.	Hibbard & Co.	Produce Commission Merchants	Cor. S. Water and Clark sts.
Hays Lawrence	Lawrence Hays	Produce Dealer	No office.
Harvey A.	Harvey, Butler & Co.	Produce Commission Merchants	156 S. Water st.
Howe Samuel	Samuel Howe	Galena Grain Elevator	Termination Track.
Hinkley C.	C. Hinkley	Produce Commission Merchant	160 S. Water st.
Hunter E. S.	E. S. Hunter	Produce Commission Merchant	18 River st.
Hawkins N.	Hawkins & Co.	Produce, Commission and Flour	276 S. Water st.
Hayden H. H.	H. H. Hayden	Produce Commission Merchant	216½ S. Water st.
Hosmer E.	E. & H. Hosmer	Produce Commission Merchant	Cor. S. Water and Clark st.
Hall B.	Grafton & Hall	Produce Commission Merchants	132½ S. Water st.
Hayward A. J.	Haywood, Brother & Co.	Produce Commission Merchants	186 N. Jefferson st.
Howes Allen	Allen Howes	Produce Commission Merchant	20 River st.
Hobbs J. B.	J. B. Hobbs & Co.	Produce Commission Merchants	143 Kinzie st.
Hoagland Andrew	Hoagland & Gridley	Produce and Com. Merchants	242 S. Water st.
Hodson John R.	John R. Hodson	Flour Merchant	213 Kinzie st.
Hurd J. L.	Dow, Hurd & Co.	Produce Commission Merchants	156 S. Water st.
Hall T. D.	T. D. Hall	Produce and Ship Broker	S. Water, cor. Clark st.
Hibbard T. M.	Hibbard, Wilson & Co.	Produce Commission Merchants	150 Kinzie st.
Hancock J. S.	Cragin & Co.	Packers Beef and Pork	179 S. Water st.
Harless Thomas	Harless & Parker	Produce Commission Merchants	10 S. Clark st.
Hubbard G. S.	G. S. Hubbard & Co.	Packers and Provision Merchants	Cor. Clark and S. Water sts.
Harris S. M.	S. M. Harris & Co.	Produce Commission Merchants	186 Kinzie st.
Hubbard H. W.	H. W. Hubbard	Produce Commission Merchant	S. Water, cor. Clark st.
Hitchcock W. F.	W. F. Hitchcock	Produce Commission Merchant	247 Kinzie st.

LIST OF MEMBERS.—Continued.

NAMES OF MEMBERS	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Harbach N. R.	N. R. Harbach.	Produce Commission Merchant.	S. W. cor. Clark st.
Higginson G. M.	George M. Higginson.	Produce and Com. Merchants.	7 Milwaukee av.
Hervey C. W.	Hervey, Barker & Co.	Prod. Com. and Forw'ding Mer.	S. Water, cor. S. La Salle st.
Hurlburt F. J.	Chapin, Hurlburt & Co.	Grain Dealer.	Office, James Peck & Co.
Harrison H. H.	H. H. Harrison.	Produce Commission Merchant.	24 Kinzie st.
Hobert D.	D. Hobert.	Produce and Com. Merchant.	163 S. Water st.
Hutchinson P. B.	P. B. Hutchinson.	Packers Beef and Pork.	170 N. Water & Clybourne's b'dge.
Hayward H.	Hayward, Blomfield & Co.	Produce Commission Merchants.	210½ S. Water st.
Houghtelling W. D.	Williams & Houghtelling.	Produce Commission Merchants.	184 Kinzie st.
Harbluker H.	Zenkeison & Co.	Salt Dealers.	Office with A. T. Spencer & Co.
Haskin E.	E. Haskin & Co.	Lumber Dealers.	Market, bet. Monroe & Adams sts.
Hilliard L. P.	Hilliard & Morton.	Produce Commission Merchant.	13 State st., up stairs.
Ingersoll J. E.	J. E. Ingersoll.	Produce Commission Merchants.	242 S. Water st.
Johnson S. M.	S. M. Johnson & Co.	Produce Broker.	Cor. S. Water and Clark sts.
Jennings R. S.	R. S. Jennings.	Commission Merchant.	Cor. Clark and Twelfth sts.
Jones Jr., Joseph.	Joseph Jones, Jr.	Wholesale Dry Goods.	74 and 76 Lake sts.
Jackson H.	H. Jackson.	Vessel Agent.	239 Kinzie st.
Jones R. D.	R. A. Jones & Sons.	Produce Dealer.	31 N. Dearborn st.
Judson George.	George Judson.	Dealers in Hides and Grain.	Cor. S. Water and Franklin sts.
Jackson N.	N. Jackson.	Produce Commission Merchant.	S. Water, cor. Clark st.
Jones Tarlton.	Tarlton Jones.	Produce Dealer.	32 N. Dearborn st.
Jackson W. W.	Walker & Jackson.	Produce Commission Merchants.	13 State st.
Kreigh D.	D. Kreigh & Co.	Lumber Dealer.	156 S. Water st.
Kerchoff Charles.	Charles Kerchoff.	Agent.	W. Water, bet. Wash. & Randolph.
Kennedy Lawrence.	Lawrence Kennedy.	Chicago Mills.	S. Clark st., near Railroad.
Kellogg C. C.	Mather & Kellogg.	Produce Commission Merchants.	S. Water, cor. River st.
Kinney J. A.	Templeton & Kinney.	Produce Commission Merchants.	14 S. Wells st.
Kelly E.	E. Kelly.	Baker.	80 and 82 Washington st.
Kendall D. W.	D. W. Kendall.	Produce Commission Merchants.	14 S. Wells st.
Kilgram Francis.	Clerk at Gage & Heart's.	Produce Commission Merchants.	12 S. Dearborn st.
Kent A. E.	A. E. Kent & Co.	Produce Commission Merchant.	6 S. Dearborn st.
Kendall O.	O. Kendall.		
Kent S. A.	A. E. Kent & Co.		
Lester J. H.	Fish & Lester.		
Ladue J.	J. Ladue.		

Low W. H.....	A. C. Low & Brother.....	Produce Commission Merchants....	163 Kinzie st.
Lang M.....	M. Lang.....	Produce Commission Merchants....	2 Hilliard's Block.
Lake C. E.....	Hibbard & Co.....	Produce Commission Merchants....	Cor. S. Water and Clark sts.
Lathrop E. T.....	E. T. Lathrop.....	Produce Commission Merchant....	20 S. LaSalle st.
Livingston H. C.....	H. C. Livingston & Co.....	Produce Commission Merchants....	20 S. La Salle st.
Ladd J. H.....	J. H. Ladd.....	Produce Commission Merchant....	230 Kinzie st.
Leckie A. C.....	Long & Leckey.....	Produce Commission Merchants....	13 S. LaSalle st.
Lathrop C. A.....	C. A. Lathrop.....	Vessel Agent.....	S. Water, cor. LaSalle st.
Lyon J. B.....	Stratton & Lyon.....	Produce Commission Merchants....	179 S. Water st.
Luddington N.....	N. Luddington & Co.....	Lumber Dealers.....	Foot S. Twelfth st.
Larned S. J.....	Throop & Larned.....	Lumber Dealers.....	Charles near Van Buren st.
Leland Windsor.....	Leland & Nixon.....	Produce and Provisions.....	231 S. Water st.
Long William Henry.....	Long & Leckie.....	Produce Commission Merchants....	13 S. La Salle st.
Magill C. J.....	C. J. Magill.....	Produce Commission Merchant....	196 S. Water st.
Munger N.....	Munger & Armour.....	Grain Elevator Warehouse.....	Foot N. Franklin st.
Mather W. T.....	Mather & Co.....	Produce, Commission & Forwarding	Foot N. LaSalle st.
Magill Julian.....	Julian Magill.....	Produce Commission Merchant....	146 S. Water st.
McGee Joseph W.....	J. W. McGee & Co.....	Produce Com., & Line C. Boats....	194 S. Water st.
Morse Albert.....	Eckley, Morse & Co.....	Produce Commission Merchants....	158 S. Water St.
Munn I. Y.....	Munn & Scott.....	Grain Elevator.....	280 S. Water st.
McKichan Solomon.....	Geo. Steel & Co.....	Produce, Commission and Packers..	S. Water, cor. LaSalle st.
McDougal Robert.....	R. McDougal & Co.....	Produce Commission Merchants....	242 S. Water st.
Maitland John.....	Maitland & Scranton.....	Produce Commission Merchants....	156 S. Water st.
Moore C. S.....	H. F. & C. S. Moore.....	Produce Commission Merchants....	18 S. Dearborn st.
McLennan H.....	H. McLennan.....	Produce Commission Merchant....	13 La Salle st.
Missick Peter.....	Peter Missick.....	Produce Commission Merchant....	
Moore Alex.....	Alexander Moore.....	Produce Commission Merchant....	24 River st.
Munch H. C.....	H. C. Munch.....	Produce Commission Merchant....	
McCollum D.....	D. McCollum.....	Vessel Agent.....	
McGregor Wm.....	D. L. Quirk & Co.....	Produce Commission Merchants....	S. Water, cor. La Salle st.
McChesney R.....	Robert McChesney.....	Produce Commission Merchant....	184 S. Water st.
Meadoncroft J. R.....	J. R. Meadoncroft.....	Produce Commission Merchant....	
Mott J. H.....	J. H. Mott.....	Produce Commission Merchant....	
Munger Nathan.....	N. Munger.....	Produce Commission Merchants....	S. Water, cor. Franklin st.
McBride Geo. P.....	Clark & Co.....	Forwarding and Commission.....	Twelfth, near Canal.
McNair James.....	James McNair & Co.....	Norvelly Mills.....	532 State st.
Milks A.....	A. Milks.....	Canal Transportation Line.....	216 Kinzie st.
Mellon J. O.....	Sawyer, Mellon & Co.....	Produce Commission Merchants....	258 S. Water st.
McLean W. W.....	W. W. McLean.....	Produce Commission Merchant....	234 S. Water st.
Musson J. W.....	J. W. Musson.....	Freight Agent, P. & F. W. R. R....	S. Clark, opposite Liberty st.
Maher Hugh.....	Hugh Maher.....	Lumber Dealer.....	147 S. Water st.

NAMES OF MEMBERS.	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Milwood H.....	H. Milwood.....	Produce and Provision Broker.....	Cor. S. Water and Clark sts.
Meers C.....	C. Meers & Co.....	Lumber Dealers.....	1 Kinzie st., near bridge.
Meers Nathan.....	C. Meers & Co.....	Lumber Dealers.....	1 Kinzie st., near bridge.
Morey A. G.....	Morey & Smart.....	Produce Commission Merchants.....	Dole's blk, cor. S. Water & Clark sts.
Norton L. D.....	L. D. Norton.....	Grain Dealer.....	S. Water, cor. Clark st.
Newhouse J. S.....	J. S. Newhouse.....	Produce Commission Merchant.....	194 and 196 S. Water st.
Neely A. E.....	A. E. Neely & Co.....	Forwarding & Com'n Merchants.....	240 S. Water st.
Nyman I. C.....	Nyman & Pratt.....	Produce Commission Merchants.....	158 S. Water st.
Nelson Murray.....	Murray Nelson.....	Produce Commission Merchant.....	Cor. S. Water and Clark sts.
Orton G. A. K.....	Orton & McLaughlin.....	Produce Commission Merchant.....	132 Kinzie st.
O'Brien M. W.....	M. W. O'Brien.....	Lumber Dealer.....	S. Clark, near North.
Olcott O.....	Jordon & Olcott.....	Dry Dock.....	Charles, near W. Harrison st.
Osborne O. M.....	Osborne, Bro. & Co.....	Produce, Commission & Packers.....	Cor. S. Water and Clark sts.
Priestly Howard.....	Priestly & Peterkin.....	Produce Commission Merchants.....	147 S. Water st.
Parke W. O.....	Dickinson, Parke & Buel.....	Produce Commission Merchants.....	156 S. Water st.
Price P. J.....	Price, Morris & Co.....	Coal Dealers.....	132 N. Water st.
Parker Thomas.....	Harless & Parker.....	Produce Commission Merchants.....	10 S. Clark st.
Pratt S.....	Nyman & Pratt.....	Produce Commission Merchants.....	158 S. Water st.
Phillips T. F.....	Phillips & Van Wagenen.....	Insurance Agents.....	S. Water, cor. Clark st.
Putnam L. N.....	Putnam & Falconer.....	Produce Commission Merchants.....	13 S. La Salle st.
Pomeroy S. B.....	S. B. Pomeroy & Co.....	Grain Elevator Warehouse.....	272 S. Water st.
Parsons J. B.....	Parsons & Farlans.....	Lumber Dealers.....	S. Clark, near R. R. bridge.
Poinier J. H.....	J. H. Poinier.....	Produce Dealer.....	No office.
Peck James.....	James Peck & Co.....	Grain Elevator Warehouse.....	S. Water, foot Dearborn st.
Perkins Geo. W.....	G. W. Perkins & Co.....	Produce, Commission & Forwarding.....	22 S. Market st.
Pease Congdon.....	With Albert Crosby.....	Distiller.....	
Quirk D. L.....	D. L. Quirk & Co.....	Produce Commission Merchants.....	S. Water, cor. La Salle st.
Rumsey Julian S.....	Rumsey, Bro. & Co.....	Produce Commission Merchants.....	146 S. Water st.
Rawson Erastus.....	Rawson & Hewes.....	Distillers.....	18 Cass st.
Rounds G. W.....	G. W. Rounds.....	Produce Commission Merchant.....	29 N. Dearborn st.
Richmond H. M.....	Richmond & Co.....	Produce, Commission & Forwarding.....	19 N. Water & 8 Richmond H. block.
Rumsey Geo. F.....	Rumsey, Bro. & Co.....	Produce Commission Merchants.....	146 S. Water st.
Richards J. J.....	J. J. Richards.....	Produce Commission Merchant.....	150 S. Water st.
Robinson R.....	R. Robinson.....	Agent Western Transportation Co.	Foot State st.

Rogers C. A.....	C. A. Rogers.....	Commission Merchant.....	Cor. S. Water and Clark sts.
Rising N.....	N. Rising.....	Produce Commission Merchant.....	10 S. Clark st.
Rheese John E.....	Underwood & Co.....	Produce Commission Merchants.....	152 S. Water st.
Rigney James.....	E. & J. Rigney.....	Lumber Dealers.....	Empire Slip, W. Twelfth st.
Robe L. B.....	L. B. Robe.....	Produce Commission Merchant.....	158 S. Water st.
Ranney O. B.....	Luff & Ranney.....	Produce Commission Merchants.....	159 Kinzie st.
Reynolds A. B.....	Brown, Hamill & Co.....	Produce Commission Merchants.....	161 Kinzie st.
Rockwell Wm.....	Wm. Rockwell.....	Produce Commission Merchant.....	29 N. Dearborn st.
Robbins Josiah.....	Grist, Robbins & Co.....	Millers.....	Carroll, cor. N. Jefferson st.
Randolph Chas.....	Tucker & Randolph.....	Produce Commission Merchants.....	Cor. Clark and S. Water st.
Richmond C. Y.....	Richmond & Co.....	Pro. Com. and Forwarding Merch's	192 N. Water & 8 Richmond H'se bl.
Rowley D. W. C.....	Rowley & Pomeroy.....	Produce Commission Merchants.....	24 S. Market st.
Ryerson M.....	Ryerson, Miller & Co.....	Lumber Dealers.....	71 N. Canal st.
Ransom, J. S.....	Fitch & Ransom.....	Produce Commission Merchant.....	143 Kinzie st.
Steel Geo.....	Geo. Steel & Co.....	Pro. Com. Merchants and Packers	S. Water, foot La Salle st.
Stearns M. C.....	Stearns & Co.....	Produce & Commission Merchants	284 and 286 S. Water st.
Sherwood Isaac.....	Isaac Sherwood.....	Produce & Commission Merchants	S. Water, cor. State st.
Shepard B. S.....	B. S. Shepard.....	Shipping Merchant.....	10 S. Clark st.
Seranton D. C.....	Mattland & Seranton.....	Produce Commission Merchant.....	156 S. Water st.
Shepherd John.....	John Shepherd.....	Produce Commission Merchant.....	Cor. S. Water and La Salle st.
Stevens E. B.....	Stevens & Bro.....	Produce Commission Merchant.....	182 Kinzie st.
Sanford M. S.....	M. S. Sanford.....	Produce Commission Merchant.....	16 S. Dearborn st.
Saunders E. R.....	J. W. McGee & Co.....	Produce, Commission & Canal Line	194 S. Water st.
Sanford J. T.....	Sanford & Hall.....	Produce, Com. and Forwarding Mer.	Foot N. La Salle st.
Spades C. D.....	C. D. Spades.....	Produce and Shipping Merchant...	150 S. Water st.
Steward W. S.....	W. Scott Stewart.....	Grain Elevator, W. H.....	24 River st.
Scott Geo. L.....	Munn & Scott.....	Produce Commission Merchant.....	280 S. Water st.
Sawyer D. G.....	D. G. Sawyer.....	Produce Commission Merchant.....	S. Water, foot La Salle st.
Stratton Oscar.....	Stratton & Lyon.....	Produce Commission Merchant.....	179 S. Water st.
Sawyer A. A. K.....	Sawyer, Mellen & Co.....	Produce Commission Merchant.....	258 and 260 S. Water st.
Stewart D.....	D. Stewart.....	Lumber Dealer.....	24 River st.
Stewart George.....	G. & J. Stewart.....	Packers and Provision Merchants..	Harrison, cor. Clinton st.
Swift A. G.....	A. G. Swift.....	Produce Commission Merchant.....	S. Water, cor. Clark st.
Spencer B. H.....	B. H. Spencer.....	Produce Commission Merchant.....	214 Kinzie st.
Sackett G. A.....	G. A. Sackett.....	Produce Commission Merchant.....	150 S. Water st.
Stone Antle.....	Antle Stone.....	Produce Commission Merchant.....	10 S. Clark st.
Stewart John.....	John Stewart & Co.....	Produce Commission Merchants...	256 S. Water st.
Smith D. Howard.....	D. Howard Smith & Co.....	Produce Commission Merchants...	S. Water, foot State st.
Smart J. N.....	Morey & Smart.....	Produce Commission Merchant.....	8 Dole's bldg., cor. Clark & S. Water
Spencer A. T.....	A. T. Spencer & Co.....	Agents Collingwood Line.....	Foot S. La Salle st.
Snow Josiah.....	Josiah Snow.....	Commission Merchant.....	10 S. Dearborn st.

LIST OF MEMBERS.—Concluded.

NAMES OF MEMBERS.	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Sanford Chas.....	Chas. Sanford	Commission Merchant.....	147 S. Water st.
Smith Geo. C.....	Hibbard & Co.....	Produce Commission Merchant.....	Cor. S. Water and Clark st.
Stevens S. H.....	Stevens & Bro.....	Produce Commission Merchant.....	182 Kinzie st.
Smith James.....	Shepard, Sheriff & Smith.....	Lumber Dealers.....	200 S. Canal st.
Stafford John F.....	Stafford & Colborn.....	Ship Chandlers.....	136 S. Water st.
Sturges Solomon.....	Sturgess, Buckingham & Co.....	Grain Elevators.....	Foot S. Water st.
Severens Geo. A.....	Moor, Severens & Co.....	Produce, Commission and Packers.....	242 S. Water st.
Sawyer P.....	Sawyer & Co.....	Produce Commission Merchants.....	S. Water, cor. La Salle st.
Stevens F. H.....	F. H. Stevens	Produce Commission Merchant.....	48 Dearborn st.
Saltinstall F. G.....	Saltinstall & Co.....	Stock Brokers, &c.....	Cor. Lake and Clark st.
Shores L.....	Wilson & Shores.....	Produce Commission Merchants.....	79 S. Water st.
Stansel J. B.....	Stansel & Wilson.....	Produce & Commission Merchants.....	25 N. Canal st.
Sacket E.....	E. Sacket.....	Produce and Commission Merchant.....	232 Lake st.
Sleeper F. H.....	Sleeper & Lewis.....	Produce & Commission Merchants.....	9 Canal st.
Smale Jas. H.....	Jas. H. Smale.....	Produce and Commission Merchant.....	28 N. Dearborn st.
Tinkham E. I.....	E. I. Tinkham & Co.....	Bankers	S. Clark, cor. Lake st.
Tiffany J. H.....	James Peck & Co.....	Grain Elevator.....	S. Water, foot Dearborn st.
Towner H. A.....	Rumsey, Bro. & Co.....	Produce Commission Merchants.....	146 S. Water st.
Ticknor A. O.....	A. O. Tickner.....	Produce Commission Merchant.....	
Thompson H. M.....	Williams & Thompson.....	Wholesale Grocers.....	45 S. Water st.
Town M. C.....	M. C. Town.....	Produce Commission Merchant.....	
Templeton Thomas.....	Templeton & Kinney.....	Produce Commission Merchants.....	156 S. Water st.
Tickner L. W.....	L. W. Tickner.....	Produce Commission Merchant.....	
Tucker Jos. H.....	Tucker & Randolph.....	Produce Commission Merchant.....	Cor. Clark and S. Water st.
Tainter C. M.....	C. M. Tainter.....	Lumber and Shipping Merchant.....	Lake, cor. S. Market st.
Turpin V. A.....	Finley & Turpin.....	Produce & Commission Merchants.....	242 S. Water st.
Thomas B. W.....	B. W. Thomas & Co.....	Lumber Dealers.....	Griswold, cor. Taylor st.
Taylor M. B.....	M. B. Taylor.....	Produce Commission Merchant.....	
Turner H. N.....	H. N. Turner.....	Lumber Dealer.....	State, near North st.
Thomas R. T.....	Thomas & McChesney.....	Produce Commission Merchants.....	29 N. Dearborn st.
Underwood T. L.....	Underwood & Co.....	Produce Commission Merchants.....	152 S. Water st.
Underwood Nathan Jr.....	H. C. Livingston & Co.....	Produce Commission Merchants.....	20 S. La Salle st.
Van Inwagen A.....	Van Inwagen & Co.....	Produce Commission Merchants.....	S. Water, cor. Clark st.
Vane Allen.....	Allen Vane.....	Produce Commission Merchant.....	S. Water, cor. River st.
Voats W. A.....	W. A. Veats.....	Produce Commission Merchant.....	18 S. Market st.

Vogel H. E.....	Huntington, Bro. & Vogel.....	Produce Commission Merchants....	188 Kinzie st.
Vincent A.....	Vincent & Abel.....	Produce Commission Merchants....	27 N. Canal st.
Walker Charles H.....	Walker, Bronson & Cole.....	Elevator and Grain Dealers.....	90 S. Water st.
Wheeler C. T.....	Flint, Wheeler & Co.....	Elevator and Grain Dealers.....	Office, 22 La Salle st.
Williams A. R.....	A. R. Williams.....	Produce and Com. Merchant.....	16 Dearborn st.
Wright J. C.....	J. C. Wright.....	Produce and Com. Merchant.....	S. Water, cor. Clark st.
Wright George M.....	George M. Wright.....	Produce and Com. Merchant.....	12 S. Dearborn st.
Whitney N. K.....	N. K. Whitney.....	Produce and Com. Merchant.....	Cor. s. Water and Clark sts.
Whitney S. S.....	Whitney & Kimball.....	Produce and Com. Merchants.....	157 Kinzie st.
Workman Thomas.....	Thomas Workman.....	Produce and Com. Merchant.....	Dock cor. River st.
Wentworth C. R. P.....	Wentworth & Co.....	Produce and Com. Merchants.....	113 Kinzie st.
Watson George.....	Watson, Tower & Co.....	Produce and Com. Merchants.....	160 S. Water st.
Webster George.....	Webster & Baxter.....	Produce and Com. Merchants.....	197 Kinzie st.
Warren W. H. B.....	W. H. B. Warren.....	Produce and Com. Merchant.....	158 S. Water st.
Whitney J. B.....	J. B. Whitney.....	Produce and Com. Merchant.....	214 Kinzie st.
Woodruff W. N.....	W. N. Woodruff.....	Produce and Com. Merchant.....	S. Water, cor. Clark st.
Willard E. K.....	E. K. Willard & Young.....	Bankers.....	17 State st.
Waller J. B.....	Waller & Co.....	Produce Commission Merchants....	
Whitmarsh J. C.....	J. C. Whitmarsh.....	Produce Commission Merchant.....	
Walker G. M.....	George M. Walker.....	Produce Commission Merchants....	Cor. S. Water and Clark sts.
Woods William.....	Woods & Barnes.....	Produce Commission Merchants....	261 Kinzie st.
Walker C. M. L.....	Walker & Green.....	Produce Commission Merchants....	158 S. Water st.
Weatherby G. F.....	George M. Allen & Co.....	Produce Commission Merchants....	176 N. Water st.
Woolcott E. G.....	E. G. Wolcott.....	Produce Commission Merchant.....	S. Water, cor. Clark st.
Woodworth James H.....	James H. Woodworth.....	Banker.....	Cor. State and Randolph sts.
Watson W. H.....	W. H. Watson.....	Produce Commission Merchant.....	161 S. Water st.
Wilmarth H. B.....	H. B. Wilmarth.....	Insurance Agent.....	3 S. Clark.
Wheeler Hiram.....	Hiram Wheeler.....	Produce Commission Merchant.....	1 S. Clark.
Warner L. S.....	L. S. Warner.....	Produce Commission Merchant.....	27 N. Dearborn st.
Wilkins J. Edward.....	J. Edward Wilkins.....	British Consul.....	13 La Salle st.
White Julius.....	Julius White.....	Insurance Agent.....	Cor. S. Water and Clark sts.
Wileox S. N.....	Wileox, Lyon & Co.....	Lumber Dealers.....	S. Franklin, bet. Taylor & Charles.
Wheeler B. G.....	B. G. Wheeler.....	Broker & Commission Merchant....	Cor. S. Water and Clark sts.
Williams Reed R.....	Williams & Houghteling.....	Produce Commission Merchants....	210½ S. Water st.
Young B.....	B. Young.....	Produce Commission Merchants....	148 S. Water st.
Zenkeison H.....	H. Zenkeison & Co.....	Produce Commission Merchants....	184 Kinzie st.

In giving the foregoing list of members, we have to apologize to those whose names are omitted. There are so many names in the books of the Board, of persons who have died, left the city, &c., that until arrearages are paid we do not know who wish to retain their membership.